

The Hongkong Telegraph.

WEATHER FORECAST
SHOWERY
Barometer 29.85

(ESTABLISHED 1881.)
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May 20, 1913, Temperature a.m. 75, p.m. 83; Humidity...94, 73.

836 pm Amoy
Sunda Corry 10 Cst

May 20, 1913, Temperature a.m. 75, p.m. 83; Humidity...94, 73.

二拜禮 號十二月伍英清

9100 晚五十月四年丑癸

TUESDAY, MAY 20, 1913.

TELEGRAMS.

INTERNATIONAL POLO.

HUGE WAGERS.

Reuter's
[Service to the "Telegraph."]
London, May 19.

Intense interest is being manifested in America over the pending polo struggle between American and British teams.

It is stated that already a million dollars in wagers have been made.

While odds of 3 to 1 against the visitors were readily taken before the arrival of the Britishers, only even money is now obtainable.

FRENCH ARMY TROUBLE.

OUTCOME OF SOCIALISM.

London, May 19.

A message from Reuter's correspondent at Nancy states that a party of soldiers yesterday made a demonstration on the manoeuvre ground against their retention with the colours for another year.

A Major and a Lieutenant who intervened were badly handled, but were rescued by civilians.

The cavalry ultimately dispersed the demonstrators.

The affair is apparently the outcome of Socialistic propaganda.

U. S. TARIFF BILL.

PROSPECTS OF PASSING.

London, May 19.

Reuter's correspondent at Washington cables that the decision of the Senate against the dilatory public hearings of persons interested in the Tariff Bill are regarded as indicative that the measure will eventually pass essentially in the form that the President desires.

Owing, however, to the small Democratic majority in the Senate, the supporters of the Bill are displaying a conciliatory attitude.

RELEASED SUFFRAGISTS.

FIRST RE-ARREST.

London, May 19.

So far none of the suffragist food-strikers temporarily released under the "Cat and Mouse Act" have surrendered on the expiry of their respite, all having disappeared.

The first re-arrest was, however, made at Brighton yesterday.

RUSSIAN PRESS LAW.

CENSORSHIP

RE-ESTABLISHED.

London, May 19.

Reuter's correspondent at St. Petersburg wires that the newspapers are up in arms against the reactionary Press Law which the Minister of Interior has prepared, and which re-establishes the censorship.

TELEGRAMS.

AMERICA & JAPAN.

A SENSATIONAL PRESS.

Reuter's
[Service to the "Telegraph."]
London, May 19.

The correspondent of the "Daily Telegraph" at Washington says that Mr. Daniels, the Secretary for the Navy, has declared that the sensational papers which are misrepresenting the relations between Japan and America are the enemies of peace. He has ordered every ship in the Pacific to hold to its present anchorage, because he knew that with the movement of one vessel there would be a hundred different stories.

Japan's Demand.

Sir Valentine Chirol, in the course of a three-column article in the "Times," points out the bearing of the recent rapid progress in Japan towards democracy on the Californian question, and says it is certain that the more popular the form of government grows in Japan, the more will her rulers be compelled to insist on a full recognition of her position among the nations of the world. And if the claim is denied, the more difficult will it be to restrain a passionate outburst of popular feeling.

Bill Signed.

A message from Sacramento states that the Governor of California has signed the Landowner-ship Bill.

PANAMA CANAL.

ADMITTING THE WATERS.

London, May 19.

A message from Panama says the engineers engaged on the Panama Canal have destroyed the dyke at the western end of the Canal and thus allowed the waters to enter an extensive section.

LORD MORLEY.

DEPARTURE FROM BERLIN.

London, May 19.

Lord Morley left Berlin last evening.

Beyond meeting Admiral von Tirpitz, the Minister of Navy, at a dinner party at the British Embassy, he had no official conversations whatever during his stay in the capital.

NAVAL MISHAP.

SEVEN BLUEJACKETS DROWNED.

London, May 19.

A naval boat, containing 19 men of the crew of H.M.S. Itchen, was capsized at Granton, in a high sea, and seven men were drowned.

NEW OILFIELD.

IMPORTANT DISCOVERY.

London, May 19.

It is officially announced at Buenos Ayres that a rich oilfield has been discovered at Sanatorio, in the Province of Santa Fe.

TELEGRAMS.

THE BALKAN CRISIS.

GRÆCO-SERVIAN TREATY.

Reuter's
[Service to the "Telegraph."]
London, May 19.

The "Daily Chronicle's" special correspondent in the Balkans says that Greece and Servia have concluded a Treaty in volving a common policy in regard to the conquered territories, and an anti-Bulgarian Alliance.

British Statesmen's Visit. Mr. Asquith and Mr. Churchill's party, after visiting Valona and Corfu, where they were cordially received, have arrived at Corinth on board the Admiralty yacht Echantress. They spent two days sight-seeing in Athens. The papers regret that the private nature of the visit has prevented a display of the enthusiasm and cordiality felt in the Greek capital for the British Ministers.

The party is to proceed to other points of interest in Greece.

The Peace Preliminaries. No meeting of the Balkan peace delegates has yet been arranged, nor is there any indication that the Greek and Servian delegates are disposed to sign the peace preliminary treaty, to which they desire certain modifications.

ACROSS INDIA.

Studebaker Car Makes a Record Run.

Leaving Bombay on a recent Saturday morning at 4.30 a.m. and arriving in Calcutta at 11.30 a.m. on Tuesday, Mr. P. O. Sawyer and Mr. James Smith of Bombay, after overcoming numerous hardships, set a motor record for across India of 79 hours. The car used was a regular stock model 25 H. P. Studebaker which accomplished the rough journey without mechanical difficulty of any kind; no adjustments being made on the motor or chassis after leaving Bombay and it arrived in Calcutta in apparently splendid condition.

Owing to the impracticability of a direct route the motorists were obliged to take a more circuitous course via Mhow which was reached at 11.40 p.m. Saturday, Cawnpore 11.20 p.m. Sunday, Allahabad 5.12 a.m. Monday and Dehri-on-Sone making a total distance of 1420 miles. The hardships consisted of high winds, sand, dusty roads and intense heat, in spite of which fast time was made. The entire petrol consumption was 80 gallons, an average of 24 miles to the gallon; on lubrication approximately a gallon of Vaoum oil was required for every 500 miles.

The car was fitted with Dunlop tyres which went through the trip with seven punctures, a splendid showing when the high speed and heat are considered. Spares were carried on demountable rims and changes took about six minutes each.

Mr. Sawyer's story of the trip is as follows:—"The first days run from Bombay to Mhow was uneventful, the only things passed on the road being bullock carts and pariah dogs. Crossing the Tapi river 224 miles from Bombay, there was over a mile of loose dry sand and very little water. The country was barren and heat intense and the roads through Indore estate were very rough and covered with loose stones.

"We arrived in Mhow at 11.40 p.m. and drove all night, passed through Indore city early in the morning, and were lost for fully two hours trying to find our way out of the labyrinth of streets. Soon after daylight we began to pass camel caravans. These were

TELEGRAMS.

BRITISH TRANSPORTS.

WISE PRECAUTIONS.

Reuter's
[Service to the "Telegraph."]
London, May 19.

The "Morning Post" states that Government experts are visiting the shipbuilding yards and examining the vessels in the course of construction, as well as the plans of future vessels, with the object of finding out what transport facilities they afford.

It is understood that some ships will be slightly altered so as to permit of the transport of troops and horses, etc., at the slightest notice.

made up largely of a strange vehicle drawn by two camels and called a chawpaya which is a sort of wagon with a double deck body and bars on the side. In the top of each were huddled fifteen or twenty women and as many men in the bottom. They gave us the road fairly well so that we lost little time. A little further on we picked up two camels which were loose in the road and chased them for nearly two miles before they turned out for us.

"We found the roads through Gwalior estate in splendid shape. The Maharajah in an enthusiastic motorist and owns over forty cars among which are several Studebakers. He keeps his roads in the best condition. The distance from Gwalior to Jansi was reeled off in three hours and twenty minutes. Proceeding through the United Provinces from Jansi to Cawnpore we stopped at the latter place for two hours sleep before starting for Allahabad. The road was crossed by a number of stone water breaks or 'nullahs'; however the springing of the car was excellent and we took most of them without slowing down.

"Leaving Allahabad 'the City of God' we crossed the Ganges on a pontoon bridge three quarters of a mile long with very deep sandy approaches. It is this part of the Ganges where the Juma river joins it that is sacred to the Hindus and where formerly children were thrown in as a sacrifice to the Gods. From here on it is 76 miles to Benares the sacred city with its 5,000 temples. We were much delayed over this part by the heavy traffic of bullock carts. At the Son river we crossed three miles of loose dry sand and once sunk to the axles, but got out with the help of thirty coolies.

"We could hardly keep awake at the wheel the last night. Coming through Bengal the road winds for about 300 miles through dense jungle. We had four headlights and came through this part after dark. Rounding a bend at rather high speed we were startled by an elephant just ahead which loomed up a tremendous size in the glare of the acetylene. We were immediately reassured however, by making out that a 'mahout' was riding him. After that we passed a number along the road.

"The motorists were met by a party on arrival in Calcutta and were warmly congratulated on their splendid trip by W. H. Lalley, Foreign Sales Manager, and J. B. Crockett, Far Eastern Representative of the Studebaker Corporation.

OPIUM FOR HONGKONG.

Reuter's correspondent at Yunnanfu telegraphs that the political situation is causing popular unrest and apprehension. Messrs. Arnold, Karberg, and Co. are investigating the commercial prospects there and may establish a branch in Yunnanfu. An extensive sale of opium to Hongkong is reported. "N.C. Daily News."

TELEGRAMS.

STRIKE ECHO.

CONSPIRACY CHARGES.

Reuter's
[Service to the "Telegraph."]
London, May 19.

Reuter's correspondent at Boston reports that the trial has begun of Mr. Wood, President of the American Woolen Company, and Messrs. Atteaux and Dennis, who are charged with conspiring to create the dynamite explosion which occurred in the town of Lawrence during the general strike of January, 1912, their alleged object being to discredit the strike.

The trial is evoking great interest.

RATING APPEALS.

In the Summary Court, this afternoon, before the Puisne Judge, Mr. Justice Kemp, appeals were heard against the assessment of Nos. 1, 2, 3, 4 and 5, U. Lam Terrace, on behalf of the owners, by Mr. Needham, of Messrs. Ewens and Needham.

Mr. P. M. Hodgson, Crown Solicitor, appeared for the respondent, the assessor, Mr. David Wood.

The first appeal heard was against the rating of Nos. 2 and 3. Mr. Hodgson took a formal objection, on the question of costs, against the proceedings having been commenced. He pointed out that certain things had not been done by the appellants. Before the commencement of proceedings the appellants wrote to the assessor and asked him whether he would reconsider the assessments and in reply he offered to do so if he were given other returns. This the appellants had not done and he submitted that they should have put forward some grounds before proceeding with their motion.

Mr. Needham explained that the appeal was against the interim assessment. The houses were occupied by the owners themselves and there had been no rent paid, so that the assessments had to be theoretical.

The houses, he said, had been valued by Mr. Dennison, of Messrs. Dennison, Ram and Gibbs, and also by Mr. Seth, of Messrs. Percy Smith, Seth and Fleming, and they would both say that in their opinion the houses were over assessed. The assessment of the houses at present was on a rental of \$1310 and in their opinion, based on many years experience in the colony, they would not fetch a bigger rental than \$980.

The case was proceeding as we went to press.

THE JAPANESE IN CALIFORNIA.

Formal Filing of Japan's Protest.

An official telegram has reached the Foreign Office in Tokyo, stating that Baron Okuma, the Japanese Ambassador at Washington, filed the protest of the Japanese Government against the California land legislation on Friday 9th instant. The following points (in addition to the points already mentioned) are enumerated as grounds for the protest:—

1.—If a company in which more than half the shareholders are foreigners is prohibited from owning or leasing land for a term longer than three years, as proposed in the Californian Land Bill, Japanese subjects will be deprived of the right to acquire shares in certain classes of companies.

2.—If a joint stock company should divide among its shareholders the real estate held by it, the Japanese shareholders will be incapacitated from receiving their share.

TELEGRAMS.

ESPIONAGE IN GERMANY.

BRITISHERS PARDONED.

Reuter's
[Service to the "Telegraph."]
London, May 19.

Reuter's correspondent at Berlin states that the Emperor has pardoned Captain Trench, Lieutenant Brandon and Mr. Bertrand Stewart, the English solicitor, who were imprisoned in a fortress for espionage.

[It was on December 22nd, 1910, that Captain Trench and Lieutenant Brandon were each sentenced to four years' detention in a fortress, the trial taking place at Leipzig. On February 3rd, 1912, Mr. Bertrand Stewart, a London solicitor, was found guilty by the Supreme Court of the German Empire of attempted betrayal of military secrets to the English Intelligence Bureau and was sentenced to three and a half years' imprisonment in a fortress. He vehemently protested his innocence and was found guilty mainly on the evidence of an agent of the police.]

A Graceful Compliment.

A later message states that the pardons are described officially as a compliment to King George and the British nation as a graceful recognition of the presence of Their Majesties at the wedding of the Kaiser's daughter on Saturday next.

ITALIANS & ARABS.

HEAVY FIGHTING.

London, May 19.

A message from Benghazi states that the Italians stormed strongly entrenched positions at Sid-garba and Baselain, which were desperately defended.

The Arabs afterwards attacked the Italians unexpectedly, but they were repulsed after the arrival of reinforcements.

The Italian losses were 7 officers and 72 men killed, and 29 officers and 250 men wounded.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

The discovery of a rich oilfield in the Argentine is announced.

No meeting of the Balkan peace delegates had yet been arranged.

The Governor of California has signed the Alien Landownership Bill.

Mr. Asquith and Mr. Churchill's party are spending some days sight-seeing in Greece.

The first re-arrest of a released hunger-striking suffragist has been made at Brighton.

A boat belonging to H.M.S. Itchen capsized at Granton and seven men were drowned.

Capt. Trench, Lieut. Brandon and Mr. Stewart, imprisoned for espionage, have been pardoned by the Kaiser.

Latest indications are that the U. S. Tariff Bill will pass essentially in the form desired by President Wilson.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

A million dollars have already been wagered on the Anglo-American Polo Match, and the odds are now even.

Russian newspapers are up in arms against the reactionary Press Law which the Minister of Interior has prepared.

In an engagement with the Arabs, the Italians lost 7 officers and 72 men killed and 29 officers and 250 men wounded.

The dyke at the western end of the Panama Canal has been removed and the waters have thus entered an extensive section of the canal.

To prevent the circulation of sensational stories, the U. S. Secretary of Navy has ordered every warship in the Pacific to hold her present anchorage.

The trial has begun at Boston of Mr. Wood, President of the American Woolen Co., and others, on suspicion of creating a dynamite explosion.

A party of French soldiers made a demonstration at Nancy against another year's retention with the colours and severely handled two officers.

Sir Valentine Chirol contributes a lengthy article to the "Times" on Japan's insistence of a full recognition of her position among the nations of the world.

LOCAL.

Some opinions on the proposed legislation regarding Hongkong Currency are given to-day.

Further results in the Kowloon Cricket Club's lawn tennis tournament are given to-day.

The result of the Fanling competitions for April of the Royal Hongkong Golf Club are given to-day.

A special service will be held in the Cathedral of the Immaculate Conception on Saturday, Empire Day.

On another page some view are expressed by various well-known local financiers on the proposed new currency law.

Rain again interfered with the promenade concert on the Cricket Club ground last night, and it had to be abandoned.

A meeting of those interested in the formation of a poultry association for Hongkong and Kowloon was held last night.

"Les Miserables" is to be shown at the Bijou Theatre to-night. This is the last night of the production in Hongkong.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9 p.m.

Victoria Theatre 9 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.

Victoria Theatre 9.15 p.m.

Canton Insurance Office Ltd Meeting 11.45 a.m.

Star Ferry Co. Meeting 12.30

Thursday May 22.

Peak Tramway Co. Meeting noon.

Friday May 23.

Concert U.S.R.C. ground 9.15 p.m.

Saturday May 24.

Pagal Gymkhana, U.S.R. ground 8.30 p.m.

Monday, May 26.

Crown land sale.

Saturday, May 31.

Second Gymkhana.

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Hongkong, 20th April, 1911.

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Manager. [28]

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and Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and Dinner. SPECIAL DINNERS
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN
SUPERVISION. Special Rates For Married Families On Application To—
Tel. No. 197. F. REICHMANN,
PROPRIETOR. [52]

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H. HAYNES,
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Hongkong, 1st Aug., 1912. [55]

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trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb., 1912. [152]

EUROPEAN

AND CHINESE

DINNERS

WILL BE SUPPLIED

By the

NEW PROPRIETOR

of the

The Old Skating Rink

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the lower for reading, ground from one single
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Health Through Diet, by Kenneth G. Haig \$2.00
History of the Jews in China, by S. M. Perlmann \$1.60
The Daily Mail Chart of the Panama Canal 80 cents.
The Fraud of "Theosophy" Exposed, by J. N. Maskelyne 80 cents.
Theosophy, by Rudolf Steiner \$2.75
A Wayfarer in China, by Elizabeth Kendall \$8.40
How England Saved China, by J. Macgowan Illust \$8.40
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CANADA.

Caldbeck, MacGregor & Co.

ESTABLISHED 1864.

OUR
CONTEMPORARIES.

South China Morning Post.

Welcome News Indeed!
Many Chinese merchants, while
admitting that it is only fair and
just to have solely a British cur-
rency in a British colony, contend
that such a condition would
inflict a hardship upon them by
reason of Hongkong's peculiar
position in relation to China.
Hongkong is, they say, a clear-
ing house to a large extent
and the bulk of the money
which passes between the
native and foreign merchants is
necessarily Chinese subsidiary
coins. Their view therefore is
that it would be impossible to
exclude Chinese coins and retain
much of the trade of the port.
The view is a narrow and selfish
one, for a British coin standard
must be recognized as an obvious
advantage over the present
erratic system. The benefits of a
smoothly working coinage must
more than compensate for any
possible temporary inconvenience
to trade. Briefly stated the crux
of the matter is this: A recog-
nised, official coinage (and note
issue) in the colony should not be
equalled by, or threatened com-
petition with foreign coinage,
however convenient that foreign
coinage may be.

Daily Press.

Likin Taxes.

The objections to likin are too
well-known and too widely felt to
need recapitulation; transit passes
are, to say the least, an unsatis-
factory expedient, for it has been
too well proved that they are
an inefficient protection to goods
in Chinese hands in the interior
—it is always possible for a likin
station to fabricate some tale of
irregularity in the document or of
an authorized sale en route, and
the unfortunate Chinese mer-
chant has either to pay the
demands or be submitted to delay
and possibly the loss of his market
if he wishes to fight the charge.
There is, moreover, a growing
class of goods in which foreigners
have the sole interest which it is
impossible to protect by transit
passes. Coal is brought down
from mines in the interior for
consumption at the Treaty ports,
or raw materials are similarly
purchased with foreign capital for
use in foreign factories in China.
These goods not being for ex-
port are outside the scope of
transit passes, so, in spite of the
fact that they are the property of
foreigners, and are destined for
foreign use, they have to be sub-
ject to the exactions of every likin
station they pass. The absurdity
is patent: raw materials purchas-
ed to be made up in China, so
giving employment to Chinese
labour and adding to the wealth
of the country, are penalized as
against those exported to foreign
countries.

China Mail.

America and the Chinese Loan
Veto.

A closer look into the meaning
of President Wilson's virtual
veto of American participation in
the loan to China seems to con-
vince many editors and experi-
enced Washington correspond-
ents that the Administration has
announced a new Chinese policy,
which may in time rank as im-
portant as Secretary Hay's stand
for the "open door." Officially,
the Chinese Government ap-
proves and has conveyed its
thanks through Minister Chang.
Unofficially, there come from
China expressions of regret as
well as relief, the Chinese public
opinion is hardly articulate. The
people of this country, says the
American "Literary Digest," so
far as their opinion may be
traced in newspaper utter-
ances, appear generally to
favor the Wilson doctrine.
In editorial comment in jour-
nals representing such a diversity
of sectional and political allegian-
ce as the Chicago Record-Herald
(Rep.) and News (Ind.), Philadel-
phia Record (Dem.), New York
Daily People (Soc. Lab.), Baltimore
News (Prog.), Milwaukee Free
Press (Rep.), Louisville Herald
(Prog.), and Houston Post (Dem.),
we find three distinct grounds of
approval.

For a good Solid meal a la
Carte or Table D'Hôte with
Wines & Liquors of the Best
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GENERAL NEWS.

Mr. Will Godwin's Death.

Mr Will Godwin, who was so well-known in Bombay, died of double pneumonia on April 25, at St. George's Hospital. Mr. Will Godwin was the oldest variety artist travelling in the East and made a name for himself when he wrote those two songs, "The Miner's Dream of Home" and "If those Lips could only Speak."

Japanese in Trouble in London.
A Japanese bank clerk, named Takashi Yoshitomi, was charged recently at Lambeth with unlawfully presenting a loaded revolver at a barman employed at the William the Fourth public-house, Camberwell, who refused to serve the prisoner. Soon afterwards he pulled out a revolver and pointed out at him. Mr. Hopkins: How far was the barrel of the revolver from you?—I should say not more than a yard. The witness added that the man, still pointing the revolver at him, backed to the door. He followed, and called to a constable who was standing on the opposite side of the road. The officer took the revolver from the accused and arrested him. The revolver was loaded in all five chambers with ball cartridges. Other evidence having been given, Mr. Hopkins ordered a remand, but offered to accept bail in £20.

Canton-Hankow Railway.

The "Ta Han Pao" reports that some Chinese have petitioned the Railway Auxiliary and the Hankow Railway Administration that the section between Wuchang and Changsha of the Canton-Hankow railway be constructed on the ancient high roads on the ground that this route is the shortest, that only one small bridge is needed, that Chungyang and Tungshan districts which are noted for the production of grain will be traversed, and that the line is well away from the Yangtze, and should therefore pay better than the proposed route.

Political Temper in Szechuan.
Chengtu, May 15.—The political situation continues strained. An extra of a local newspaper publishes what is purported to be a Shanghai telegram stating that since Yuan Shih-kai has assassinated Sung Chiao-jen (sic) and signed the Quintuple loan without referring it to Parliament, he is unworthy to be President, and therefore Parliament has appointed Li Yuanhung to act for the time being. There has been no sitting of the local parliament for ten days, and then it only met to conduct formal business.—Exchange.

High Collars and Headache.

A well-known Viennese doctor quite accidentally discovered that high collars produce nervous headaches among both men and women. He noticed that all his patients who were troubled with headache and giddiness wore a high and rather tight collar, which compressed the neck; when this was removed and not worn for some days, the headache disappeared. It is just the same with women who wear high collar bones, or stiff neck-bands, or the high linen collar; if they are troubled with giddiness and headaches, they will probably gain immediate relief by changing to a lower and easier-fitting collar.

Bombay and Cocaine.

The Bombay Government write as follows about the cocaine traffic:—There is no evidence as yet that the change in the law has put a check on the operations of the illicit importers. The cocaine habit appears to be extending, and unless concerted measures are taken to cut off the supply of the drug at its source in Europe, it is not possible for the preventive staff in Bombay to do more than put, from time to time, a temporary check on the nefarious traffic.

To Reduce Infantile Mortality.

A company has been floated at Bombay with a capital of Rs. 70,000 to reduce infantile mortality by the establishment of a model dairy farm with 100 cows. Milk will be brought into the city by motor vans, where it will be sterilised. A fund to provide pure milk will be opened. The Bombay Health Department, Mr. Ratan Tata, Mr. Fazulbhoy Ourrambhoy, and others are interested, and the capital is nearly all subscribed.

GENERAL ANDERSON.

Reports on the Shanghai Volunteers.

The report of General C. A. Anderson, Commanding the British Troops in South China, on the recent inspection of the Shanghai Volunteers, though complimenting the men on their readiness, does not, says the "China Press," hide the defects which were so plainly noticeable at the review. The General says:—"My inspection of the Corps confirms me in the good opinion which I formed of their utility in April, 1911. The smooth manner in which the different nationalities comprising the Corps work together for a common object, viz., the maintenance of order and security in an International Settlement in times of internal disorder, reflect the greatest credit on the Commandant, Lieutenant-Colonel Barnes, the Officers of the Corps and on the Permanent Staff. It also shows forth the good judgement and tactfulness of the Commandant. The physique of the Corps generally is good and a fine spirit of readiness for duty prevails. The Officers are a practical and public-spirited body of men alive to their responsibilities and full of keenness. The interior economy of the Corps is satisfactory, and the equipment practical."

After dealing with matters of storage of ammunition, etc., the General goes on to say:—

"There are two points to which I would draw the attention of the Municipality:—

"First: that sight should not be lost of the Artillery. The time is not a very propitious one to again raise the question, but while guns are maintained as part of the Corps, annual practice from them is necessary in order to maintain efficiency."

"Secondly: the question of the doubtful safety of the Rifle Range. This matter is accentuated by the fact that the new road to the Chinese Race Course runs behind the butts in prolongation of the direction of fire from the range at the targets."

"It appears to me that the face of the butt might with advantage be built on to, so that it may rise at the steepest slope at which the earth will stand from a point close to the back of the target galleries instead of rising as it at present does from a considerable distance behind them. As the butt is constructed of soft earth only I do not think that any serious inconvenience would arise from such a proceeding, although it is not in accordance with the Musketry Regulations which name 20 feet behind as the correct distance. Such a thickening of the butt would give a possibility of basing an upright wall on top of the butt, thus materially increasing its height and thereby its efficiency as a stop butt against ricochets. The question, however, is one requiring consideration by experts in the construction of Ranges and I would advise, as already communicated by me to the Chairman of the Municipality, the plans, sections and elevations to scale be sent to the Commandant, School of Musketry, at Hythe, with a full statement of the local conditions and the impossibility of getting a naturally safe range at Shanghai owing to the fact that the very level nature of land forbids the acquirement of a safety area in rear of the butts, and that he be asked to advise as to the steps to be taken in the matter. The technical knowledge of the Commandant, Shanghai Volunteer Corps, should be utilized in preparing the forwarding letter. In the meantime shooting on the range must be governed by the strictest rules, and on no account should any firing take place (as I am informed once occurred) at targets placed elsewhere than in the proper target galleries. It would be advisable to establish a careful watch from the shelter nearest to the butts, with a view of observing whether shots striking the mantlet ricochet into the butt or not."

"I cannot imagine that any large number of those low shots which strike the top of the mantlet (instead of the target aimed at) can ricochet over the butt, though some probably do so. If possible, practice should be carried out at hours when the road behind the butts is not much used."

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FROM 1st February, MEL-
RION, No. 10, Peak, furnished or unfurnished, 6 Rooms.
No. 21, SHELLY STREET.
No. 2 Mountain View, Peak, from 1st July.

To let or for sale, 'GLEN-
SHIEL,' Barker Road, No. 124, Peak, 6-rooms from 1st March, 1913.

CRAIG RYRIE, No. 4, the Peak to let; fine situation; 8 rooms; tennis and croquet lawns.
FOR SALE.—HARTING and ROGATE, on part of Kowloon Island Lot No. 1154.

Apply to
Linstead & Davis,
3rd Floor, Alexandra Building,
Hongkong, 25th Feb., 1913 [211]

TO LET—"BREEZY VILLA."
No. 2, Park Road. 4 Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—YAP HOK LING, No. 4, Ripon Terrace, Hongkong, 28th Mar., 1913. [264]

TO LET:—A House in Kowloon Terrace. THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.
Hongkong, 27th Mar., 1913. [259]

A Hacienda East, 74 Mount Kellist Road—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

BOOK REVIEW.

Those who are acquainted with the work of Olive Christian Mackirdy will be a little disappointed with her latest novel, "Love's Soldier" (Messrs Cassell and Company, Ltd.). The same bright and lucid style is apparent, but the tale is rather long drawn out and is too full of the trivialities of life firmly to grip the reader. It is quite a conventional love story, developing no surprises and never leaving the reader in doubt as to how it will all end. We are introduced to the hero of the tale, Robert Hayes, as a promising young Scottish banker, who on the impulse of the moment befriends one of London's little outcast girls, whom he takes from the street and finds her a home in his lonely bachelor quarters. As events develop, this young girl attracts the interest of Mollie Maclean, the charming daughter of the head of the bank in which Robert is employed, and as a consequence Robert and Mollie are brought much together, causing the love which the former has always felt towards the latter boldly to declare itself, and eventually, of course, after the surmounting of many obstacles, to have its consummation in a happy marriage. All the characters, though clear-cut, are much over-drawn. Robert, for instance, excels in everything to which he puts his hands.

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An Affair of State

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Expiation

By E. Phillips Oppenheim.

Western men With Eastern

Morals By W.N. Willis.

The Love Pirate

By C. & A. M. Williamson.

The Debt Account

By Oliver Onions.

The Mystery Woman

By Mrs. Campbell Praed.

The Cottage in The China

By Hendon Hill.

Phyllida Flouts me

M. H. Fendered.

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By Desmond Coke.

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A Young Lady

By Horace W.C. Newte.

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TO LET on 2nd Floor No. 2
Pedder Street.
One roomed Office. Apply
Property Office, Jardine, Mathe-
son & Co., Ltd. [385]

TO LET LARGE substantially
built Godown, situated on
water front, East Point. For
further particulars apply Property
Office, Jardine Matheeson &
Co., Ltd. [380]

TO LET from 1st July. The
premises, including the Silk
Godown, in Canton on Shameen
Lot 19 known as "THE RED
HOUSE" now in the occupation
of Mr. T. E. Griffith.

TO LET.—OCCUPATION from
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No. 6 Des Voeux Road Central,
now nearing completion. Suitable
for Banking and other Offices etc.
Apply to.—DAVID SASSOON &
Co., Ltd.
Hongkong, 15th May 1913. [377]

FOR SALE.—Optimus Oil
Cooking Stoves, in different
sizes can be seen at S. D. SETNA
& Co., 33, Queen's Road, Central.
Hongkong 15th, May 1913. [381]

TO LET.—Houses in Austin
Avenue Kowloon. Apply A.
RAYMOND, c/o S. J. DAVID
& Co.,
Hongkong, May 1st, 1913. [348]

At school he was a first-class
cricketer, a football champion and
a wonderful oarsman; at the bank
he was idolised. Later we see
him in the role of a literary
genius, whose one and only book
becomes the talk of America and
Britain; and one is quite pre-
pared for what follows—how he
becomes the President of the
Bank, saves it from ruin in the
nick of time; becomes the con-
fident of the British Prime Minis-
ter, is able by his influence to
prevent the Government from
tottering to its fall, has a Cabinet
position pressed upon him by
His Majesty, and eventually is
honoured with a Dukedom. All
the others are such goody-goody
personages, too, save the Earl of
Forrest, Robert's cousin, who is
the villain of the story, and, as
all villains should be, is a loath-
some cad with no respect for
honour or clean living. Into the
mouth of one of her characters
the author has put these words:
—"I don't see how one can write
unless one has an absorbing idea
and is simply compelled to de-
velop it". It cannot, we think,
be claimed for this book that it
has any absorbing idea to pre-
sent; but all the same it will
prove quite a readable volume to
those who like a happy ending
to every story and who do not
mind how frequently an author
manufactures impossible situa-
tions so long as the continuity of
the tale is preserved.

O.T. A DRINK, A TONIC, AND A DIGESTIVE COMBINED
WITHOUT ALCOHOL OR OIL.



After Exercise

After exercise, O.T. is a Refreshing Drink. With plain cold water or aerated beverages it makes a blend that is really thirst-quenching and satisfying. For the moment it warms the palate, but it leaves you cooler afterwards. By taking O.T. you escape the risk of impurities in water, and the possible ill-effects on the stomach of cold draughts.

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glasses upon which your
eye-sight depends.
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given to the examination
and the fitting of lenses
that will relieve all troubles.
The only charge is for the
glasses.
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Ophthalmic Optician,
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Note.—The Only Euro-
pean Optician in D'Aguilar
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WE BOTH LOSE MONKY.
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perties destroy Dandruff, feed
the Scalp, and give **REMARK-**
ABLE lustre and softness.

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E.—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY	22.50	1.90
"KILTY" LIQUEUR WHISKY		
Groat Age, Very Fine	38.00	3.25
THORNE'S BLACK SQUARE	23.50	2.00
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By Order,
"HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, TUESDAY, MAY 20, 1913.

THE CURRENCY PROBLEM.

No great surprise need be occasioned at the announcement regarding the currency problem which was published in our columns yesterday. The Secretary of State for the Colonies has approved of the early introduction of legislation to prohibit the importation into Hongkong of foreign coins, and bank notes other than those of the Hongkong and Shanghai Banking Corporation, the Chartered Bank and the Mercantile Bank. Such a move was almost bound to follow recent events which brought the whole question more prominently and urgently than ever to the front. Sooner or later the Colony had to be rid of the Chinese coins and the Macao and other notes which have for long successfully competed with the official coinage, and it is well that it has not been delayed any longer. It is only fitting and proper that the money which circulates in Hongkong shall be Hongkong money.

The coming legislation naturally follows the recent, and successful, attempt to rehabilitate the Hongkong ten-cent piece. Despite the temporary trouble which followed that attempt, matters smoothed themselves out very easily and in a comparatively short period of time. Chinese subsidiary coins still circulate in the Colony, but to nothing like the same extent as was the case a matter of six months ago. The Hongkong coin has so taken its proper place in the currency of the Colony that it has driven the Chinese coin well into the background where it is hardly seen. It was obvious at the time, of course, that rehabilitation of the ten-cent piece was not the end but the beginning of currency reform and that the step taken in the fall of last year would be followed by some action more far-reaching in its effect. The promise of legislation dealing with the matter will be received with general satisfaction in the Colony, and serious opposition to it need not be anticipated.

At the same time it may be as well to be prepared for mischief-mongers trying to stir up trouble. They have a specious argument to hand in the peculiar relation in which Hongkong stands to China. It has been urged times out of number that, with a great part of Hongkong's trade done with the Chinese merchants in the neighbouring province, a manifest unfairness will be inflicted upon these merchants if Hongkong and not Chinese coins are forced upon them. Alternatively, they argue that the trade of the Colony may suffer. To search for trouble is always a foolish proceeding, and to anticipate difficulty along these lines is to set up dummy men and then to be afraid of them. The most complete reply to the arguments mentioned is that, during the tramway trouble, it was clearly established that Hongkong money found more favour in Canton than did Chinese subsidiary coins. In any case, it should be remembered that the new ordinance will remove all foreign money and is not to affect only one kind.

On the score of expediency it is most probable that every class will recognise the proposal as a good one. In course of time the loss which is shown in every Company Report as occasioned by subsidiary coinage will disappear, and similarly coolies, right at the other end of the scale, who are forced by compadres to accept subsidiary coins in payment of wages will equally benefit. From end to end of the scale the change will be felt for good. It is a nice question whether a natural corollary of the proposed legislation will not be the other question of a standardised dollar, but that is for the future. The main thing is that Hongkong is in a fair way to doing what is done elsewhere and should have been done here before—insisting on Hongkong coin taking its natural place in Hongkong.

The Wheel-Barrow Nuisance.

A gentleman who has been a reader of the "Telegraph" from the day it started—and that was a long while ago—complains to us of the condition of the roadway between the new buildings in Caine Road and the slope that leads past No. 7 Police Station. Of what use is it, he asks, for the roads to be repaired if, immediately afterwards, coolies are allowed to push over them wheel-barrow loads containing a lump of granite that weighs several piculs? Such a weight, coming on a single wheel—and a narrow one at that—cuts and furrows the road-surface till it promises soon to look like a ploughed field. He suggests, and we agree with him, that, since these enormous blocks of stone must be removed, they should either be placed on broad-wheeled trucks or else carried on bamboo poles by a sufficient number of coolies. The metallurgy of Hongkong roads, so far as we have been able to observe, is not of so substantial and enduring a nature that people can afford to pay fast and loose with it.

Nipped in the Bud.

In the present state of feeling brought about by the measures which California has seen fit to take in regard to the ownership of land by aliens, a sensational press can do irreparable harm, and it is good to read that the American Secretary of Navy has taken the bull by the horns. Foreseeing that the movement of one vessel may give rise to the circulation by the sensation-mongers and yellow journalists, of a hundred different stories, each more alarming than the others, he has ordered every warship in the Pacific to hold her present anchorage. It is a drastic step, but it has the merit of cutting the ground from under the feet of those who thrive on the manufacture of sensations. As we see it, there is no question of a serious quarrel between America proper and Japan. The obnoxious Bill is purely a State measure, deemed advisable by those on the spot; and we see nothing in it which should lead to complications between the Governments of the United States and of Japan.

The Science of Matrimony.

As reported in our General News column yesterday, a school for "matrimonial science" has been opened in Bavaria. It has five hundred students who, on completing their course, "will be awarded diplomas as teachers of love," a sure sign that all the maniacs are not yet under proper control. What is coming over the Germans? This kind of humbug used to be confined to England and America. Perhaps the most delicious item on the programme is that "the problem of preventing the flight of love after the disillusionment of matrimony will receive great attention." Unhappily that is a problem that it is beyond human power to solve, because nothing can alter human nature. The proportion of happy marriages is to-day just about what it was in the days of Abraham; say one, perhaps two, possibly three, per cent. Truism is always irritating, but there is a ghastly force about that one which says that marriage is lottery. It's even worse; for the unsuccessful, instead of drawing merely blanks, often draw sheer damnation.

PROMENADE CONCERT.

Rain Again Interferes.

The annual promenade concert, given in connection with the Hongkong C.O., in the club grounds, which was fixed for Saturday evening and postponed until last night, had to be abandoned on account of a heavy rain-fall which commenced shortly after the first item. His Excellency the Governor attended, and there was a fairly large audience, when the band of the D. O. L. I. played the overture. Before Mr. C. P. Hay had made his appearance, the audience were forced to run for shelter, and had to hear his solo from a distance. An encore was accorded and when the rain stopped, the audience again sought their seats. They had to leave them, however, before the item was finished. The concert was then abandoned.

DAY BY DAY.

The man who won't go through to the finish has finished at the start.

The Mails.—Arrived per s.s. Aldenham this morning.
French Mail.—Despatched per s.s. Polynesian at 1 p.m. to-day.
Siberian Mail.—Due per s.s. Linan to-morrow.
Canadian and Siberian Mails.—Close per s.s. Empress of Russia at 11 a.m. to-morrow.
American Mail.—Closes per s.s. Manchuria at noon to-morrow.

Plague Cases.—Two cases of plague were reported during the twenty-four hours ended at noon to-day. This brings the total since January 1 up to 71.

Hat Thief.—A sentence of one month's imprisonment and four hours' stocks was passed on a Chinese charged before Mr. Hazeland, at the Police Court, this morning with stealing a hat.

Truck Accident.—The police report that a Chinese has been removed to the hospital suffering from injuries to his legs caused by his being run over by a truck.

Election Cancelled.—The number of candidates duly nominated and seconded for the three vacancies on the Licensing Board not exceeding the number of members to be elected, the election fixed for Friday, the 23rd May, 1913, is cancelled.

Obstruction.—Nineteen men were charged before Mr. O. D. Melbourne, at the Police Court, this morning, with causing obstruction. Inspector Fenton said the nuisance was a continual one and most of the defendants had been fined before. A fine of \$3 in each case was imposed.

Summons Against European Withdrawn.—At the Police Court, this morning, a summons against A. Ogilvie, 2, Mountain View, the Peak, brought by a boy for non-payment of wages and dismissal without notice, was withdrawn, the case being settled out of Court.

Bishop of Victoria Ill.—The Rt. Rev. the Bishop of Victoria is suffering from an attack of pleurisy, and is at present unable to attend to the numerous duties requiring his attention. In consequence of this illness, Dr. Lander is obliged to cancel all existing engagements for the present.

Les Miserables at the Bijou.—"Les Miserables" is still drawing big houses. Those who have not yet seen the great film have still an opportunity. To-night "Les Miserables" will be shown at the Bijou Theatre, not at the Victoria. This is the last night of this fine production in Hongkong.

State Assurance Company.—The directors report of the State Assurance Company states that the Total Premium Income, after deduction of Re-Insurances, amounted to \$248,522 2s. 0d., and the combined Losses, Commissions and Expenses to \$231,882 15s. 9d., leaving a surplus on the year's working of \$16,639 6s. 3d. Including Interest and Transfer Fees there is a surplus of \$24,070 18s. 3d.

TOO MANY PASSENGERS.

At the Marine Court, before Commander Basil Taylor, R.N., Chau Tsung, master of the a.l. Wiken, was charged with carrying 31 passengers in excess of the number allowed by his licence, in Victoria Harbour, on May 16.

Defendant, who was represented by Mr. W. B. Hind of Messrs. Brutton and Hett, pleaded guilty. Evidence was given by P. O. Wilson to the effect that there were 76 passengers on board, and he understood from the defendant, a crew of ten. There was accommodation for 45 passengers on the launch. The defendant was fined \$25.

Fashion's Evils.—A London clergyman, discussing the Ohio bill to abolish décolleté dresses, pneumonia blouses and transparent stockings, says the evil of such fashions is that wise men flirt with but seldom marry those who wear them. Good habits but bad landing nets.

HONGKONG CURRENCY.

Some Opinions on the Proposed Legislation.

We stated briefly in yesterday's issue, that the Secretary of State for the Colonies has signified his approval of a movement, on the part of the Hongkong Government, to prohibit, after reasonable notice, the circulation of foreign coins and notes within the Colony. Such a movement has, of course, been in the air for a long while past. Many people in Hongkong felt that the prohibition of foreign money here could but be work of time. The banks have never recognised either Cantonese coin or Macao notes, and, for some years, the Post Office has also refused to accept them.

Some ten months ago, our readers will remember, Canton copper coins were declared not to be legal tender, and, soon afterwards, the Star Ferry and various other companies and business houses announced that they would no longer accept Chinese silver. Then came the Tramway Company's decision in the matter, with the resulting boycott; and this may, perhaps, be regarded as the immediate parent of the present proposed legislation; a legislation which, on the face of it, will afford great satisfaction to the European firms of the Colony and should tend to the ultimate welfare of everyone in Hongkong.

Sir Paul Chater's Views.

In many directions we hear the prohibition idea spoken of with great satisfaction. Sir Paul Chater remarked to a "Telegraph" representative this morning:—"I am as glad as everyone will be; the disgrace is that such steps were not taken long ago. This is a British Colony and it is positively absurd that foreign coins or notes should be allowed to circulate here. To brokers, in fact to every business man, the change will necessarily mean a good deal. Hitherto all business in this Colony has been done at six, or seven—sometimes even eight—per cent. discount. The new law, when it comes into force, will send things up to par, for there will be no getting away from the value of money that is stamped with the King's head. The present system is most iniquitous; most unfair to everyone,—as the allowance that business houses have to make for loss on foreign coin every year shows."

The Hon. Mr. Wai Yuk, on being asked his opinion, said that he was certain that the leading Chinese would be entirely with the Government in this matter. "I want to see British coin used in a British Colony," he said. "In the long run the Chinese stand to lose no more by the new rule than the British. The only people I can think of who may be affected are the money-changers, and there are too many of them already. In fact, one way and another, they make a lot of mischief. They are likely to lose a certain amount, although their profit on the changing of foreign money will still be very considerable. Between them they have been making a pretty good thing out of the Chinese money. The guilds meet together and decide what the rate of exchange shall be, and practically they have had the matter in their own hands. If anyone should show any discontent it will be they, and not the poorer or the influential Chinese."

Mr. Ho Fook also opined that the Chinese as a whole would be perfectly content with the new arrangement. It was regrettable that Chinese money had ever been allowed to circulate in Hongkong. Canton coin had always been refused in Shanghai; then why should it be allowed to pass here, where it was relatively easier to prohibit than in a more cosmopolitan city like Shanghai?

"The Government has made a very strong point," he added, "in giving plenty of notice. The people are easy enough to persuade, provided a thing is not sprung too quickly on them."

We understand, from another source, that a Committee, made up of representative Chinese, has interviewed the Registrar General, asking that—in order to ensure a lengthy notice of the change—the new rule should not come into

force before the end of the present Chinese New Year. There is, we hear, a likelihood that that will be the date decided upon.

A prominent banker said that the new regulation would have no immediate effects on the banks, inasmuch as they had never recognised or accepted Canton coin. "Indirectly it will affect us in the end," he added, "for, as the Canton money disappears, the value of Hongkong subsidiary coinage must necessarily increase till it at length reaches par."

FOR POULTRY FANCIERS.

Chicken Raising in Manila.

In view of the Poultry Club meeting held last night, Hongkong breeders may find matter of interest in the following, from the "Cable News American." One of the most valuable feeds the cheapest feed, and the easiest produced is that which is commonly known as green feed. This may be a number of different plants, including cabbage, rape, kale, lettuce or sprouted grains. These are not considered by many as being fed in the same sense that grains, both ground and whole are considered, but more as a conditioner or appetizer. The poultryman of today could not get along, however, without this feed in some form or other. It is considered as necessary to the health of the fowls and to the production of good quality products as are the grain feeds.

But few poultrymen give green stuff for the nutrients that it contains, but for the beneficial effect it seems to have on the health of the fowls. It seems to be quite a common method to give the fowls all they can eat, without regard to the effect it might have on the product.

Green feeds of all kinds are relished by fowls and will be eaten very greedily. Apparently no harm comes from this practice of feeding all the fowls will eat, as far as the fowls themselves are concerned, but the finished product, the egg, can be ruined as a quality egg, by the feeding of an excess of certain green feeds.

With fowls on range, there is less danger of their eating an excess of green feed, detrimental to the production of the finest eggs, but with those that are kept in a limited space, on hard ground, too much of certain feeds can be fed.

Certain Feeds Detrimental.—Among the green feeds that are detrimental to the production of the finest quality of eggs are cabbage and rape, which when fed to excess, produce watery egg, with yolks that have a greenish colour when boiled. Such eggs, candled, are known as green eggs; all leaf crops, except lettuce, which includes alfalfa and kale, if fed to excess will produce watery eggs.

Without doubt, green feed in some form should be supplied to fowls of all ages, but it should be supplied in reasonable quantities to get the best results.

WRECK OF THE NIPPON.

Chief Officer and Members of Crew Arrive.

By the s.s. Loongsang, which reached port from Manila to-day there arrived the Chief Officer and part of the ship wrecked crew of the s.s. Nippon. These men went ashore from the wreck at Santa Cruz and were taken off by the revenue cutter Mindora and conveyed to Manila.

An inquiry into the stranding of the vessel was commenced at Swedish Consulate in Hongkong yesterday and is being continued to-day.

EMPIRE DAY.

A special service will be held at the Cathedral of the Immaculate Conception on Saturday next, Empire Day 24th May, 1913, commencing at 9 a.m. Seats will be allocated for the students and their teachers taking part in the Service; no other special accommodation will be provided for the congregation. We are requested by the Rev. Father P. de Maria to state that those interested in the Catholic Schools in Hongkong are invited to attend.

FEATHERED WORLD.

Hongkong-Kowloon Poultry Association.

There was a very fair attendance at a meeting held at Messrs. Ellis and Ellis' offices, last night in connection with the organisation of a poultry association in the name of the Colony. Mr. A. R. Ellis, the Chairman, said:—"The objects of forming such an association as the Hongkong Kowloon Poultry Association are:—

1. To advance the interest taken in domestic fowls by residents of this Colony.
2. To encourage and improve the breeding of such fowls.
3. To form a unity among fowl fanciers so as to enable them to exchange advice on all matters in the selection, breeding, the manner of keeping and the rearing of poultry relating to this category of birds.
4. To form a poultry show in the Colony once or twice a year.

The association should be regulated by a committee composed of a president, vice-president, hon. secretary, hon. treasurer and an hon. inspector who must be a man having considerable experience and knowledge of poultry and whose work would be to inspect members' yards when necessary requires and to inform them of the improvements therein he should think essential; and nine others, four of whom are to be influential men.

One of the most important functions of this association will be that of supplying food for the fowls ordered from Home to the members at a very moderate price so that they may rest satisfied by knowing that their birds are fed with good, if not the best of food stuff.

Members should pay an entrance fee of \$10 and an annual subscription of \$10 so as to render the association self-supporting.

That I think is very moderate, as the association must have money to start. It is for the meeting to decide what it thinks the amount should be.

Mr. Dillon:—I think \$10 entrance is rather stiff.

Mr. J. Wong:—I think so too. The Chairman:—Well, we can start with that and if, later on, we find we have money we can reduce our subscriptions. That is very easily done.

Mr. J. M. Roha:—Mr. Dillon speaks of the entrance fee.

The Chairman:—Well, that can be arranged later on.

Mr. Dillon:—All we have to do just now is to meet the immediate expenses which are very little indeed and if the entrance fee was lowered considerably it will be more to the point. If this Association is properly formed and we pull together, it should be self-supporting. It is in all other countries. In America, Australia and Canada poultry breeding has been brought to a great pitch of science, and you will find that there Associations such as this are self-supporting. They have Government grants and veterinary inspectors are provided by the respective Governments. Here we will have to go slowly. I think \$10 is too much to start.

Mr. Wong thought the thing was to get the Association started, and if they found that more money was required they could make a call for it.

Another gentleman thought they could do without the entrance fee, but he considered the subscription fee should be \$10. It was decided to withdraw the entrance fee.

The Committee.

In forming the Committee it was stated that Mr. Goldring was unavoidably absent through business calling him out of the Colony. Messrs. A. R. Ellis, H. Dillon, P. W. Goldring, Li Kai and Kailey, were appointed the Committee with power to add to their number.

Hon. Secretary.—Mr. A. R. Ellis, was unanimously elected Hon. Secretary.

The meeting then terminated.

Heat wave in Bengal.

Over Calcutta and many stations in Bengal has passed an abnormal heat wave. The temperature up to eight o'clock on the morning of April 25 was 110 degrees, while Midnapore registered 111.3. The health of the city was not affected.

INTERPORT RIFLE MATCH.

Hongkong Man Heads the Singapore List.

In hot, though splendid weather, with a breeze of quite a negligible consideration, the marksmen of Singapore fired their annual match against Shanghai, Hongkong, and Penang, yesterday afternoon, says the "Straits Times" of May 13.

Of the composition of the team this year a variety of opinions have been expressed, but it is given to few to have the wisdom of the wise after the event. A casual analysis of the team will reveal the fact that we have only two newcomers—Major McVittie, of the Army Ordnance Department, who comes here with a Bley reputation, and, Gunner Neubronner (S.V.A.), recently arrived from Hongkong. On the former devolved the arduous duties of captaining the team—a matter of no small moment—and on the latter rested the responsibility of proving his mettle. That he fully justified his selection in the team is amply proved by the return he gave.

With reference to the 'old hands' it has to be noted with regret that many, to whom Singapore looked to uphold its place of honour in his match, gave most disappointing returns, the majority of which appeared quite unaccountable. De Silva, from whom much was expected, certainly was very unwell, and both Galistan and Brown can do and have done a great deal more than their returns of yesterday. The leaving influence in the team may be found in Chow Kim, Long, and Chater—all steady persistent scorers. Neubronner's splendid 99 might rightly be styled the triumph of youth over experience.

But however one may view the results there can be no doubt whatever that all the team worked hard to uphold the reputation of Singapore.

Major H. Lovett, A.O.D. Major W. Makepeace, S.V.A., and Lieut. Outburt, S.V.A., were umpires for Hongkong, Shanghai, and Penang, respectively. Scores:—

Gar. Neubronner	5-5545544-32
Sgt. Tan	5-5555555-32
Chow Kim	5-5555555-32
Mr. J. Long	5-5555555-32
Sgt. R. W. Chater	5-5555555-34
Lt. W. L. Kemp	5-5555555-30
Maj. F. M. Elliot	5-5555555-31
Mr. R. E. de Silva	5-5555555-28
Lt. E. A. Brown	5-5555555-30
Maj. R. H. McVittie	5-5555555-27
Mr. E. Galistan	5-5555555-30

500 Yards.

Gar. Neubronner	5-5555555-33
Sgt. Tan	5-5555555-33
Chow Kim	5-5555555-31
Mr. J. Long	5-5555555-31
Sgt. R. W. Chater	5-5555555-32
Lt. E. A. Kemp	5-5555555-34
Maj. F. M. Elliot	5-5555555-34
Mr. R. E. de Silva	5-5555555-30
Lt. E. A. Brown	5-5555555-30
Maj. R. H. McVittie	5-5555555-32
Mr. E. Galistan	5-5555555-30

600 Yards.

Gar. Neubronner	5-5555555-34
Sgt. Tan	5-5555555-33
Chow Kim	5-5555555-34
Mr. J. Long	5-5555555-34
Sgt. R. W. Chater	5-5555555-30
Lt. W. L. Kemp	5-5555555-30
Maj. F. M. Elliot	5-5555555-28
Mr. R. E. de Silva	5-5555555-31
Lt. E. A. Brown	5-5555555-29
Maj. R. H. McVittie	5-5555555-29
Mr. E. Galistan	5-5555555-28

800 Yards.

800 Yards.

Summary.	200	500	600	TL.
Gar. Neubronner	32	33	34	99
Sgt. Tan	32	33	33	98
Mr. J. Long	32	31	34	97
Sgt. R. W. Chater	34	32	30	96
Lt. W. L. Kemp	30	34	30	94
Maj. F. M. Elliot	31	34	28	93
Mr. R. E. de Silva	28	30	31	89
Lt. E. A. Brown	30	30	29	89
Maj. R. H. McVittie	27	32	29	88
Mr. E. Galistan	30	30	28	88

Average per man 93.1
The two reserve men were Lt. Coveney and S. M. Moss, who scored 88 and 90 respectively.

Previous Scores.
The record of scores from the commencement of the series of matches is given below:—

1889—Shanghai 819, Singapore 777, Hongkong 774.
1890—Nometch.
1891—Hongkong 867, Shanghai 830, Singapore 741.
1892—Hongkong 835, Shanghai 801, Singapore 752.
1893—Hongkong 822, Shanghai 802, Singapore 768.
1894—Hongkong 823, Singapore 817, Shanghai 760.
1895—Singapore 934, Shanghai 903, Hongkong 879.
1896—Hongkong 916, Shanghai 900, Singapore 810.
1897—Singapore 934, Hongkong 916, Shanghai 860.
1898—Hongkong 934, Singapore 923, Shanghai 893.
1899—Hongkong 952, Singapore 926, Shanghai 887.
1900—Hongkong 930, Singapore 909, Shanghai 900.
1901—Hongkong 901, Singapore 884, Shanghai 841, Penang 721.
1902—Shanghai 926, Singapore 893, Hongkong 890, Penang 871.
1903—Singapore 927, Shanghai 915, Hongkong 891, Penang 750.
1904—Singapore 919, Hongkong 919, Shanghai 908.
1905—Hongkong 923, Shanghai 880, Singapore 860.
1906—Shanghai 936, Singapore 909, Hongkong 891.
1907—Shanghai 943, Hongkong 938, Singapore 929.
1908—Singapore 937, Shanghai 923, Penang 910, Hongkong 901.
1909—Singapore 955, Shanghai 901, Hongkong 876, Penang 873.
1910—Singapore 968, Shanghai 902, Hongkong 929, Penang 879.
1911—Shanghai 943, Singapore 934, Penang 907, Hongkong 904.
1912—Shanghai 952 (disqualified), Singapore 924, Penang 922, Hongkong 903.

THE QUINTUPLE LOAN.

Austria's Position.

We ("Peking Daily News") understand that all questions connected with the Austrian Loan have now been settled to the satisfaction of the Quintuple Banks and that arrangements for the flotation of the Quintuple Loan will be completed as rapidly as possible. Apparently the Chinese Government has given an undertaking that the Austrian Loan, which amounts to £3,200,000 and bears interest at the rate of 6 per cent, will not be floated until three months after the complete issue of the Quintuple Loan has been effected. Under the terms of the Austrian Loan contract China incurred an obligation to order eighteen torpedo vessels of various kinds from Austrian and German firms, within a period of three years.

BILLIARDS.

Soldiers' Club Tournament.

The first three games in the match between the 88th Co. R. G.A. and the A team of the R.E.s at the Soldiers' Club last evening in the competition for the cup presented by the H.K. Volunteers resulted as follows:—

88 Co. R.G.A.	200
Bom. Pritchard	200
Gunn. Price	190
Gunn. Culbert	140
A. Team R. E.	539
Corpl. Carpenter	180
Sargt. Regan	200
Sapp. Cox	200
	580

The R. E.s. have a lead of 4.

FOOTBALL ASSOCIATION CUP.

Candid Comments by the "Times."

The "Times" of April 21 speaks very candidly of the Aston Villa and Sunderland final tie played at Crystal Palace on April 19. It says:—

The number of spectators entering the ground was 121,919, which easily beats the "record" of 110,000 set up 12 years ago when Tottenham Hotspur drew with Sheffield United. The crowd, taken in its entirety, was distinctly less biddable than one remembers it to have been during recent years—a significant fact when considered in relation to the ease with which a London gathering is handled by the police, thanks to the experience Londoners have in applying the principle of "festina lente" on forced marches through intricate and crowded thoroughfares. Even in the larger provincial towns the necessity of never scrumming is not so strongly enforced as in the multitudinous metropolis, and that was one reason why fierce, concerted rushes were unusually frequent among the occupants of the terraces, and also in the truly horrid exodus townwards at the end of the match. And just before the game began, the crowd on the far side of the packed ground got quite out of hand, overwhelming a too scanty force of police and surging into places to which they had no right whatever. Many of the railings designed to render the crowd of standing spectators less fluid and mobile collapsed with a crash, and there must have been scores of minor casualties. Extra police were sent for, but they did not, of course, arrive in time, if indeed they arrived at all. The situation seemed so dangerous, indeed, that the teams were sent out a few minutes before the time fixed for the kick-off—a most judicious step, since it had the effect of causing the crowd to settle down at once.

Here let us repeat a warning given some years ago, not only to those responsible for the arrangements inside the ground, but also to the railway authorities. Probably a third of those who pay to see these matches get hardly a glimpse of the play, and most of those who did see it, saw it under conditions that were depressingly uncomfortable. The enclosure was packed by ticket-holders. The bulk of the spectators were consequently massed on the sloping banks on the southern side of the ground, and these, softened by the recent heavy rains, soon became mud slides on which the swaying multitude found it difficult to keep their feet. It is manifestly the duty of the Football Association officials to see that this injustice is rectified either by improving the lay-out of the cheaper portions of the ground (they will find an excellent working model at Stamford Bridge) or, if the cost cannot be spared out of the wealth which is largely an unearned increment, by closing the entrances when the limit of decent accommodation has been reached. For the way in which a perfunctory effort is made to control the rush to the railway stations after the match there is not a single good word to be said. No attempt is made to control the numbers entering the corridors and steep stairway leading to the trains, though this could be easily—and cheaply—done by decanting the crowd through barriers, and so arranging matters that the streams making for the various platforms do not interfere with one another. If the problem of handling the crowd inside the ground and at the stations be not solved by the exercise of a little common-sense and a little consideration for the comfort and safety of the holiday-makers, there will be a catastrophe sooner or later. The Ibrox Park disaster was a warning that all possible precautions should be taken.

Though lacking in urbanity Saturday's crowd never degenerated into a mob. It was always good-tempered and inclined to respect the amenities of a more reasoned civilization than that to which it was accustomed. The latest satisfactory feature of the holiday-making was, it must be said, the fact that the crowd was so well handled.

Mr. Gardiner remarked that this was a side issue, and he did not know whether it had been introduced to blind his Lordship as to what was the issue. Mr. Faithfull:—My object, in calling these two witnesses in to prove this—when the case was before your Lordship last I asked Santa Singh whether he had ever

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DISAPPEARING WITNESS.

Was He "Spirited Away" or Not?

This morning in the Summary Court, before Mr Justice Kemp, Puisne Judge, the case was continued in which Santa Singh and Lhana Singh, watchmen to the Kwong Hip Lung Ltd., sued Bhan Singh to recover \$1,030 alleging that the defendant maliciously and without reasonable cause preferred a charge of obtaining two promissory notes by false pretences against the plaintiffs before a magistrate, and prosecuted them thereon, before Mr C. D. Melbourne, on February 4 and 12 when the charge was dismissed.

Mr J. H. Gardiner appeared for the plaintiffs, and Mr R. C. Faithfull defended. Mr Faithfull complained that the plaintiffs were responsible for the non-appearance of one of his witnesses.

The Clerk's Story. Mr. Faithfull's clerk said that this morning, Lal Singh came to his office and witness took down the statement he would make later at the court. He and Lal Singh came to the court together, and while waiting one of the plaintiffs—Lhana Singh—and some others dragged Lal Singh away. He had since searched for the man but had been unable to find him. There was an Indian policeman near.

Mr. Gardiner:—Were you near when he was spirited away?—Yes. Did he want to go?—No. Do you suggest he was forcibly taken away?—Yes.

When you saw them spiriting him away, why didn't the policeman stop them?—He couldn't do anything. Witness said this all occurred at about 11.15 a.m. and Lal Singh was taken to the Star Ferry Wharf.

Held Him by the Arms. Mr. Gardiner:—Did they carry him along?—They held him by the arms.

According to witness, Santa Singh had nothing to do with it. An Indian constable P. 69 said he came to the court as a witness. He saw Lhana Singh speaking to two or three men. There was an old Indian there at the time, and Lhana Singh spoke to him, below the Supreme Court verandah steps. After Lhana Singh had spoken to the old Indian, they held him, and took him "far away." Mr. Faithfull's clerk said that the man was a witness and the other men were taking him away.

Mr. Gardiner:—When he said that did you not think it your duty to bring him back to the court?—I was not on duty.

Witness said that Lal Singh was out of sight before Mr Faithfull's clerk said he was a witness.

Mr. Gardiner:—Did you see him struggling?—He was struggling a little.

Asked why he did not interfere, witness said he thought they were taking the old man away in a friendly way.

A Side Issue.

Mr. Gardiner remarked that this was a side issue, and he did not know whether it had been introduced to blind his Lordship as to what was the issue.

Mr. Faithfull:—My object, in calling these two witnesses in to prove this—when the case was before your Lordship last I asked Santa Singh whether he had ever

borrowed money from the defendants.

His Lordship:—If I were satisfied that this did occur it naturally would—

Mr. Gardiner:—Prejudice my case!

His Lordship:—Go to the credit of the defendant. Mr. Gardiner:—If my friend is prejudiced in this way, I think it only right that the witness should be called and be here. I shall certainly speak to my clients, though I deny that they took part in this, and I shall do my utmost to see that he comes here.

Mr. Faithfull said he thought he was entitled to say that there had been a gross contempt of court, that men should come to the court and forcibly take his witness away.

The case was adjourned.

SEAMEN IN TROUBLE.

Charges Against Empress Men.

George Rawlinson and William Wilson, both employed on the s.s. Empress of Russia, were charged at the Police Court, this morning, with behaving in a disorderly manner in a shop, 56, Queen's Road Central, when the worse for drink; using indecent language to, and assaulting, three shopkeepers, and doing damage to goods in the shop to the extent of \$16. Wilson did not appear when the case was called, as he had been sent to the hospital suffering from a sprained ankle. The case was adjourned until 12.30 p.m. for him to appear.

Rawlinson pleaded not guilty on all charges. Wilson pleaded guilty to assault but said he was hit with a chair before he struck anybody.

One of the shopkeepers named Assamoul, 56 Queen's Road, said that last night the defendants went into his shop but did not ask for anything. They were struggling with each other before they went into the shop. As they were disorderly he tried to turn them out. They pushed one of the witnesses who fell down. The man was not badly hurt. The first defendant struck witness twice on the chest and the second defendant struck him either once or twice. He blew his whistle. He was not badly hurt. A constable arrived. Six show-cases were damaged by the defendants, who were taken to the station. Two assistants and a watchman had been assaulted by the defendants. He knew of no cause for the affair.

In answer to the second defendant, witness said he did not strike the former with a chair. He did not know that several men had had a row outside the shop and that those men had broken the window.

Defendants maintained that the assault in the first place was caused by the first witness who struck Wilson with a chair. They did not break the glass in the show case.

A fine of \$5 was imposed on each of the defendants and they were both ordered to pay \$8 compensation for the damage.

Cherniavsky Trio. We are informed that the Cherniavsky trio will give two performances on their way back through Hongkong. There will be matinees at 5 p.m. and an evening performance at 9.15 p.m. on Tuesday the 27th inst. in the City Hall.

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For Marseilles & Hamburg:	For Marseilles & Hamburg:
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Repair of boilers and hulls, welding of cracks. Renewing of corroded plates by addition of metal. Welding of broken pieces of any kind of metal.
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HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
TUESDAY, 20th MAY.

10.00 p.m. "PATSHAN."	5.00 p.m. "KINSHAN."
WEDNESDAY, 21st MAY.	
8.00 a.m. "HEUNGSHAN."	8.00 a.m. "HONAM."
10.00 p.m. "KINSHAN."	5.00 p.m. "PATSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

A Telephone service has been recently installed on the Canton Company's Steamers—Day Steamers Call No. 775. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.
S.S. "SUI TAI." Tons 1651. S.S. "SUI AN." Tons 1651.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. & 2 p.m. Sundays, at 7.30 a.m. & 5 p.m.

EXCURSION TO MACAO
SUNDAY, 25th May.

The Company's Steamship, "SUI AN."

will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOT-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.

Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers, "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the office of the

HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

(HOTEL MANSIONS FIRST FLOOR).

Opposite the Blake Pier.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—

Subject to Alteration

Destination	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	TANQO MARU Capt. Yoshikawa T. 13,500 KAMO MARU Capt. Kewara T. 16,000	WEDNESDAY, 21st May at daylight. WEDNESDAY, 4th June, at daylight.
VICTORIA, B.C., and SEATTLE, via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama	SHIDZUOKA MARU Capt. Irizawa T. 12,500 TAMBA MARU Capt. J. Teranaka T. 12,500	TO-DAY, May at 4 p.m. TUESDAY, 3rd June, at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	NIKKO MARU Capt. Yagi T. 9,600 KUMANO MARU Capt. Winckler T. 9,600	WEDNESDAY 4th June at noon. WEDNESDAY, 2nd July, at noon.
CALCUTTA via Singapore, Penang & Rangoon	KIRIN MARU Capt. Doguchi T. 6,000	SATURDAY, 31st May.
BOMBAY via Singapore and Colombo	SHINYO MARU Capt. Ohkuma T. 12,500	MONDAY, 26th May.
KOBE & YHAMA	MISHIMA MARU Capt. Moses T. 16,000	WEDNESDAY, 21st at noon.
KOBE & YHAMA	CEYLON MARU Capt. Tozawa T. 6,000	THURSDAY, 22nd May.
N'SAKI KOBE & YHAMA	YAWATA MARU Capt. Sekine T. 7,000	WEDNESDAY 4th June at Noon.
YOKOHAMA	KAMAKURA MARU Capt. Hori T. 12,500	WEDNESDAY, 21st May.

† Cargo only.

§ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st class ...	\$135	\$122	\$108	\$95
2nd class ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to
Telephone No. 292.

T. KUSUYOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI	"LUCHOW" 22nd May, at 4 p.m.
SHANGHAI	"LINAN" 24th May, at m'night.
SWATOW, W'HAWEI, "HUICHOW" 25th May, at noon.	
CHIEFOO & TIENSIN	
MANILA, CEBU & ILOILO	"TAMING" 27th May, at 4 p.m.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

"S.S. LINTON" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Teau" & "Taming" saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kaifong" is situated on deck, aft. Electric Fans fitted.

SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Looan, Chinghai)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

This steamer land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE
Agents

Telephone No. 36
Hongkong 18th May, 1913.

COMPAGNIE MARITIME INDO-CHINOISE

For Haiphong Direct.

S.S. "SIKIANG,"
CAPT. FANNIER,

Will leave Hongkong for Haiphong
ON WEDNESDAY, 21st MAY AT NOON.
For Freight and passage apply to P. THOMAS,
Agent

MESSAGERIES MARITIMES CIE.

Shipping

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO.

Steamship	T.	Captains	For	Sailing date
RUBI	4000	J. Miller	Manila Mangarin, Iloilo and Cebu.	TUESDAY 27th May, 4 p.m.
ZAFIRO	4000	F. S. McMurray	Manila Mangarin, Iloilo and Cebu.	FRIDAY 31st June, 4 p.m.

AMERICAN ASIATIC STEAMSHIP COMPANY.
NEW YORK, PHILIPPINES, CHINA, JAPAN, ETC.

For Freight or Passage apply to

SHEWAN TOMES & CO.
GENERAL MANAGERS

Hongkong, 17th May 1913.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjipanas	JAVA	2nd half May	SHANGHAI	2nd half May
Tjibodas	SHANGHAI	2nd half May	JAVA	2nd half May
Tjilatjap	JAPAN	2nd half May	JAVA	2nd half May
Tjimanok	JAPAN	1st half June	JAVA	1st half June
Tjimali	JAPAN	1st half June	JAVA	1st half June
Tjitaroom	JAVA	1st half June	JAPAN	1st half June
Tjikal	JAVA	2nd half June	SHANGHAI	2nd half June
Tjilwong	JAVA	2nd half June	SHANGHAI	2nd half June

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Telephone No. 375

York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration)

Steamer	Tons	Captain	Date of Sailing
S.S. "Chiyo Maru"	22,000	W. W. Greene	May 27
S.S. "Nippon Maru"	11,000	A. G. Steyens	June 17
S.S. "Tenyo Maru"	22,000	E. Bent	June 21
S.S. "Shinyo Maru"	22,000	W. C. T. Filmer	July 12

The S.S. Chiyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Shimidzu, Yokohama and Honolulu on Tuesday the 27th May at noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz).
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports

Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Hongkong Maru	11,000	Wednesday June 4, Noon.
Kiyo Maru	17,200	Tuesday, August 5, Noon 1913
Buyo Maru	—	Saturday, October 4.

For Further Particulars apply to Freight and Freight, apply to

S. MORIMOTO, Agent.

KING'S BUILDING, Opposite Blake Pier.

"THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, with screw.	27,000 tons twin screws.	28,000 tons, twin screws.	28,000 tons, twin screws.
Also 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (the Pacific) to San Francisco via New York to Europe.

Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

THE COST is answered by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is less, including berth and meals across America. To San Francisco via Japan and Shanghai the cost is less. For the INTERMEDIATE SERVICE West Coast accommodations are provided for Asia to London (return ticket 2nd class) and to San Francisco (2nd class) for Alaska, to Alaska, Army, Navy, Consular or Civil Service.

Steamers: Manchuria 27,000 Tons Starting May 21, at 1 p.m.

"Nile" 11,000 " " June 3, at 3 p.m.

Mongolia 27,000 " " June 10, at 1 p.m.

Passengers holding through tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	From MANILA.
Leave	Arrive
Hongkong	Manila
June 3 NILE	June 5
July 1 PERSEA	July 3
July 8 KOREA	July 10
July 15 MANCHURIA	July 12

King's Building (Opp. Blake Pier). L. O. RITTER, Agent. Telephone No. 141

Hongkong, 20th January, 1913. Acting Agent. Pacific International Exposition-San Francisco-1915.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers, Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW RETURN.

(Occupying 8 to 10 days.)

Steamships. Leaving.

HAIYANG ... | A. E. Hodgkins ... TUESDAY, To-day, at 11 a.m.

HAIYANG ... | W. O. Fretmore ... FRIDAY, 25th May, at 11 a.m.

HAIYANG ... | J. S. Rosch ... TUESDAY, 27th May, at 11 a.m.

FOR SWATOW.

HAIYANG ... | J. W. Evans ... SUNDAY, 25th May, at 10 a.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,
General Managers.

LOG BOOK.

China Coast Gazette.

Mr. A. M. Henderson, from leave, has gone third engineer, Langchow.

Mr. J. B. Gibson, third engineer, Langchow, is on leave.

Mr. J. E. Haig, from leave, has gone third engineer, Shantung.

Mr. A. Hamilton, third engineer, Shantung, has gone third engineer, Yunnan.

Mr. E. Potts, third engineer, Yunnan has resigned.

Captain J. Whitelaw, of the Kiangyung, is awaiting orders.

Mr. C. Austin, chief officer, Kiangyung, is awaiting orders.

Mr. J. Smith, chief officer, Yushan, has gone chief officer, Kiangyung.

Mr. C. Manley, second officer, Yushan, has gone chief officer, same ship.

Mr. B. Junl, acting chief officer, Irene, has gone second officer, Yushan.

Mr. T. Hinde, from leave, has gone chief officer, Irene.

Captain J. Campbell, from leave, has gone master, Changwo.

Captain W. Gibb, of the Changwo, is on leave.

Mr. G. D. Grant, from leave, has gone second engineer, Luenho.

Mr. H. Kingswood, acting second engineer, Luenho, has gone third engineer, same ship.

Mr. J. F. Edwards, third engineer, Luenho, has gone supernumerary, same ship.

Mr. S. Nelson, third engineer, Taksang, has gone acting second engineer, same ship.

Mr. G. Philip, supernumerary, Changwa, has gone night pilot, Tuckwo.

Mr. E. B. Ackerman, third engineer, Tungshing, has gone acting second engineer, Kiuwo.

Mr. E. Aitken, second engineer, Kiuwo, has gone second engineer, Tuckwo.

Mr. J. Stalker, acting second engineer, Tuckwo, has gone third engineer, same ship.

Mr. L. B. Edwards, third

Shipping

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For Steamship On

SHANGHAI CHOYSANG Friday, 23rd May, at noon
 KOBE & MOJI KUMSANG Friday, 23rd May, at 4 light
 MANILA LOONGSANG Saturday, 24th May, at 2 p.m.
 S'PORE, Penang & C'utta. NAMSANG Saturday, 24th May, at 2 p.m.
 MANILA YUENSANG Saturday, 31st May, at 2 p.m.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chofoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

For Freight or Passage, Apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215. General Managers. [8]

THE ROYAL MAIL STEAM
PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.

LONDON & ANTWERP FLINTSHIRE About 20th July.

New Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, VANCOUVER HARPAUGUS 29th June.

VICTORIA, VANCOUVER VESTALIA 17th July.

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.

AGENTS. [94]

BRITISH INDIA S. N.
CO., LTD.NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

The S.S. "ITOLA" 5257 tons gross, Capt. W. W. Tucker will be despatched for YOKOHAMA, KOBE & MOJI on the 12th June at daylight, taking cargo and passengers at current rates.

For Freight and Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

Telephone No. 215. Hongkong, 19th May, 1913. [1]

THE TAIKOO DOCKYARD
& ENGINEERING CO. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL, ELECTRICAL & MECHANICAL
ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEM.

Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 787 x 88 x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.

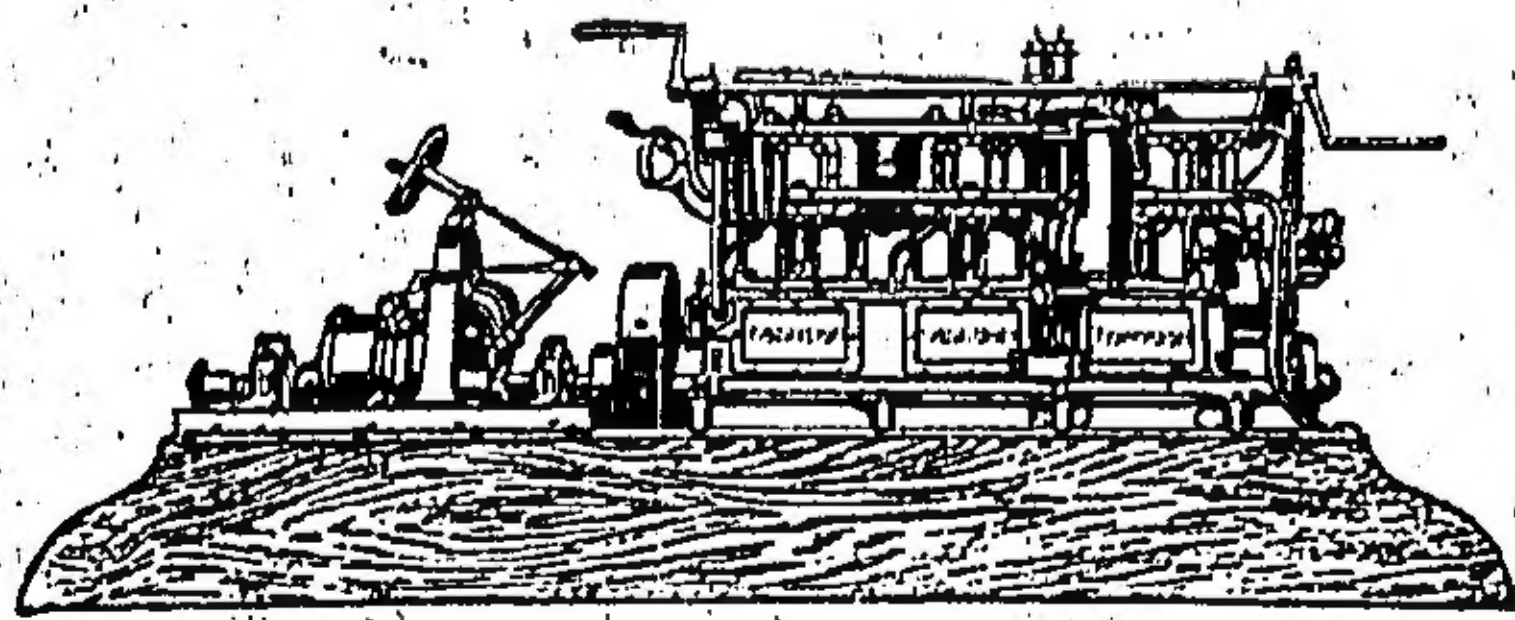
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to
150 B. H. P.

As supplied to the British Admiralty & War Office.



C.S. type Motor and Reverse Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of
11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE,
HONGKONG, CHINA & JAPAN, AGENTS.

Telephone Address: "TAIKOODOCK."
TELEPHONE No. 212.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	20 July
do do	Monmouthshire	J. M. & Co.	1 August
London via Usual Ports of Call	Deila	P. & O. Co.	24 May
London & Antwerp via Singapore, &c.	Palawan	P. & O. Co.	28 May, about
Havre & Hamburg, &c.	Arabia	H. A. L.	27 May
Havre, Hamburg & Bremen	Sagovia	H. A. L.	19 June
Hamburg and Antwerp	Siolia	H. A. L.	4 June
Marseilles &c.	Magellan	M. M. Co.	3 June
do do	Paul Lecat	M. M. Co.	17 June
do do	Armand Behic	M. M. Co.	1 July
do do	Atlantique	M. M. Co.	15 July
Marseilles & Hamburg, &c.	Ernest Simons	M. M. Co.	29 July
Marseilles, London and Antwerp	Sanbia	H. A. L.	12 June
Marseilles, London and Antwerp	Glenturret	S. T. & Co.	5 June, about
Rotterdam and Hamburg	Tango Maru	N. Y. K.	21 May
do do	Alesia	H. A. L.	9 June
Trieste via Singapore, Penang, Colombo, &c.	Segovia	H. A. L.	19 June
Trieste, Fiume, Venice via Singapore, &c.	Africa	S. W. & Co.	13 May
Naples, Genoa, Algiers, Gibraltar, S'ton, Manila	Persia	S. W. & Co.	2 June, about
	Prinz Ludwig	N. Y. K.	23 May

New York, San Francisco and Canada.

Boston and New York	Jeseric	Bank Line	5 June
Mexican, Peruvian and Chili Ports via Japan	Hongkong Maru	T. K. K.	4 June
do do do	Kiyo Maru	T. K. K.	5 August
New York do do do	Lothian	D. & Co.	19 May, about
New York via Ports and Suez Canal	Chiyo Maru	T. K. K.	27 May
San Francisco, etc.	City of Baroda	S. T. & Co.	29 May, about
do do	Nippon Maru	T. K. K.	17 June
San Francisco via Japan	Tenyo Maru	T. K. K.	24 June
San Francisco via Keelung and Japan, &c.	Nile	P. M. Co.	3 July
Victoria, Vancouver, B.C., Seattle	Manchuria	P. M. & Co.	21 May
Vancouver via Japan	Harpagus	J. M. & Co.	19 June, about
do do	E. of Russia	C. P. R. Co.	21 May
Vancouver, Seattle, &c.	E. of India	C. P. R. Co.	7 June
Vancouver via Shanghai, Japan, &c.	Saxonia	H. A. L.	22 May
Portland, Tacoma and Seattle	Monteagle	C. P. R. Co.	21 June
	Vestalia	J. M. & Co.	27 June

Australia.

Australian Ports via Manila	Guthrie	B. & S.	23 May
do do	Empire	G. L. & Co.	27 May
do do	St. Albans	G. L. & Co.	21 June
do do	Nikko Maru	N. Y. K.	4 June

Singapore, Coast Ports and Japan.

Bombay via Singapore & Colombo	Shinyo Maru	N. Y. K.	26 May
Bombay via Singapore, Penang & Colombo	Luzon Maru	O. S. K.	23 May
Kudat and Sandakan	Borneo	M. & Co.	End of May
Batavia, Cheribon, Samarang, &c.	Tjitaroen	J. O. J. L.	Quick despatch
do do do	Tjimarhi	J. O. J. L.	Quick despatch
Japan do do do	Tjilwong	J. O. J. L.	Quick despatch
do do do	Tjimanok	J. O. J. L.	Quick despatch
Japan &c. do do do	Armand Behic	M. M. Co.	1 June
do do do	Atlantique	M. M. Co.	15 June
do do do	Ernest Simons	M. M. Co.	29 June
do do do	Amazon	M. M. Co.	13 July
Kobe do do do	Australien	M. M. Co.	27 July
Kobe and Moji do do do	Ceylon Maru	N. Y. K.	26 May
Kobe & Yokohama do do do	Diliwara	D. S. & Co.	5 June
Nagasaki, Kobe & Yokohama do do do	Mishima Maru	N. Y. K.	22 May
Moji, Kobe and Yokohama do do do	Prinz Waldemar	M. & Co.	27 May, about
Yokohama, Kobe & Moji do do do	Yawata Maru	N. Y. K.	4 June
do do do	Indo Maru	O. S. K.	27 June
Yokohama, Kobe & Moji do do do	Futaba	J. M. & Co.	25 May
do do do	Itolu	J. M. & Co.	12 June
Yokohama and Kobe via Shanghai do do do	Gisel	S. W. & Co.	31 May, about
Anping and Takao via Swatow and Amoy do do do	Sosho Maru	O. S. K.	28 May
Tamsui via Swatow and Amoy do do do	Daijin Maru	O. S. K.	25 May
Weihaiwei and Tientsin do do do	Huichow	B. & S.	24 May
Poochow via Swatow and Amoy do do do	Kaijo Maru	O. S. K.	21 May
Swatow do do do	Haimun	D. L. & Co.	21 May
Swatow, Amoy and Poochow do do do	Haiching	D. L. & Co.	23 May
do do do	Hai'an	D. L. & Co.	27 May
Manila do do do	Loongang	J. M. & Co.	24 May
Manila via Haiphong do do do	Yuensang	J. M. & Co.	31 May
Manila, Cebu and Iloilo do do do	Hondagua	S. T. & Co.	20 May
Manila, Mangarin, Iloilo and Cebu do do do	Chinhua	B. & S.	20 May
Shanghai, Kobe and Moji do do do	Rubi	S. T. & Co.	27 May
do do do	Zafiro	S. T. & Co.	8 June
Shanghai, Kobe & Yokohama do do do	Thongwa	D. S. & Co.	30 April
Shanghai, Kobe & Yokohama do do do	Gregory Apar	D. S. & Co.	20 May
Shanghai and Japan do do do	Birkenfeld	Do.	24 May
do do do	Saxonia	J. M. & Co.	24 May
Shanghai, Moji and Kobe do do do	Preussen	Do.	24 June
Shanghai, Moji, Kobe & Yokohama do do do	Kamakura Maru	N. Y. K.	21 May
Shanghai, Yokohama, Kobe and Moji do do do	Sunda	P. & O. Co.	30 May, about
Shanghai, Taingtau, Kobe and Yokohama do do do	Canton	A. N. & Co.	7 June, about
do do do	Tjilatjap	J. O. J. L.	Quick despatch
do do do	Tjibodas	J. O. J. L.	Quick despatch
do do do	Tjikini	J. O. J. L.	Quick despatch
Shanghai do do do	Sobarnhorst	M. & Co.	28 May, about
do do do	Africa	S. W. & Co.	29 May
do do do	Assayo	P. & O. Co.	22 May, about
do do do	Luchow	B. & S.	22 May

To Sail

AMERICAN AND ORIENTAL
LINE.

(ANDREW WEIR & Co.)

FOR BOSTON & NEW YORK.

THE Steamship

"JESERIC"

Captain R. White, will be despatched for the above ports on 5th June 1913.

For freight and further information apply to THE BANK LINE Limited, Agents.

Hongkong, 14th May, 1913. [869]

To Sail

GLEN LINE (McGREGOR,
GOW & CO.,) LTD.

FOR MARSEILLES, LONDON &
ANTWERP.

THE Steamship

"GLEN TURET"

Capt. B. Weir, will be despatched for the above ports on 5th June, 1913.

For Freight or Passage, apply to SHEWAN TOMES & CO. Agents.

Hongkong, 14th May, 1913. [869]

WING KEE & CO:

47-49, Connaught Rd.

SHIPCHANDLERS,

PROVISION & COAL

MERCHANT

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For.	Vessels.
Straits, Swatow, Vancouver, San Francisco, Poochow, Macao, Shanghai,	Tango Maru, Haimun, Express of Russia, Manchuria, Kaijo Maru, Sui Tai, Kamakura Maru.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From.	Vessels.
Shanghai, Manila,	Linan, Minnesota.

AMERICAN MAIL.

The P. M. s.s. Nile left San Francisco for Hongkong on the 25th ult., via the usual ports of call.

The P. M. s.s. Mongolia left San Francisco for Hongkong via the usual ports of call on the 3rd inst.

The T. K. K. s.s. Tenyo Maru, left San Francisco for Hongkong on the 17th inst., and is due here via Manila on the 17th prox.

The T. K. K. s.s. Shinyo Maru, left Yokohama for Honolulu on the 10th inst., where she is due on the 19th inst.

The T. K. K. s.s. Nippon Maru, left San Francisco for Hongkong on the 10th inst., and is due here on the 6th prox., she leaves again on her voyage back to San Francisco on the 17th prox.

ENGLISH MAIL.

The P. & O. s.s. Ceylon left Singapore for this port on the 17th inst., at 7 a.m., with the outward English mail, ex s.s. Assaye at Singapore, and is due here on the 22nd inst., at about noon.

CANADIAN MAIL.

The C. P. R. s.s. Empress of Japan left Yokohama on the 6th inst., at 2 p.m.

The C. P. R. s.s. Empress of India left Vancouver on the 7th inst., p.m.

AUSTRALIAN MAIL.

The I. G. M. s.s. Prinz Waldemar left Sydney on the 3rd inst., and may be expected here on the 27th inst.

The E. & A. s.s. St. Albans left Sydney on the 7th inst., and may be expected to arrive here on the 30th inst.

GERMAN MAIL.

The I. G. M. s.s. Goben, which left here on the 15th inst., arrived at Shanghai on the 18th inst., at 7 a.m.

The I. G. M. s.s. Bulow, left here on the 14th inst., arrived at Singapore on the 19th inst., at 8 a.m.

The I. G. M. s.s. Schamhorst carrying the German Mails with dates from Berlin of the 30th ult., left Colombo on the 18th inst., and may be expected here on the 29th inst.

MERCHANT STEAMERS.

The s.s. Glenstrae passed the Suez Canal on the 29th ult., for Hongkong via Straits.

The P. & O. s.s. Candia is expected to arrive at Penang on the 23rd inst., at noon.

The I. C. S. N. s.s. Namsang from Shimonekeki is due at Hongkong on the 24th inst.

The S. L. s.s. Monmouthshire from London is due at Hongkong on the 17th prox.

The S. L. s.s. Harpagus from Portland is due at Hongkong on the 12th prox.

The B. I. s.s. Itola from Rangoon is due at Hongkong on the 3rd prox.

The I. L. s.s. Indraghiri from New York is due at Hongkong about the 20th June.

The s.s. Glenesk left Singapore on the 18th inst., and is due here on the 24th inst., a.m.

The P. & O. s.s. Sardinia, is expected to arrive at Colombo on the 28th inst., at 10 a.m.

The P. & O. s.s. Sunda is expected to arrive at Penang on the 21st inst., at 11 p.m.

The P. & O. s.s. Banca is expected to arrive at Singapore on the 26th inst., at noon.

The G. N. s.s. Minnesota, which left Manila on the 19th inst., at 1 p.m., is expected to arrive here on Wednesday, at about noon, and to sail again for Seattle, etc., via Manila on the 26th inst.

VESSELS IN PORT.

Steamers.

Borneo, Ger. s.s., 1344, Sembill, 19th May—Sandakan 14th May, Timber—M. & Co.

Canada Maru, Jap. s.s., 31a-5 Hori, 18th May—T'g' coma and Shanghai 15th April, Gen.—O. S. K.

Chihli, Br. s.s., 1183, McGarity, 19th May—Macao 19th May, Ballast—B. & S.

Chiyo Maru, Jap. s.s., 7250, W. V. Greene, 16th May—San Francisco 19th April, Gen.—P. M. Co.

Consuelo, Am. s.s., 1824, Laichond, 13th May—Manila 9th May, Ballast—S. T. & Co.

Empress of Russia, Br. 8788, E. Beetham, 9th May—Liverpool 1st April, Gen.—C. P. R.

Guthrie, Br. s.s., 1494, Gambrell, 7th May—Sydney, via Manila 4th May, Gen.—B. & S.

Handagua, Am. s.s., 1723, Lerala, 17th May—Manila 13th May, Sugar—S. T. & Co.

Hanoi, Fr. s.s., 739, Cavalier, 19th May—Haiphong via Port Bayard 16th May, Gen.—A. R. Marty.

Hue, Fr. s.s., 651, Cornelissen, 5th May—Macao, Ballast—A. R. Marty.

Kaijo Maru, Jap. s.s., 1300, Y. Yamamoto, 17th May—Swatow 16th May, Gen.—O. S. K.

Kumchow, Br. s.s., 1450, Martin 4th May—Saigon 30th April, Rice—Chinese.

Kumsang, Br. s.s., 2077, Wheeler, 19th May—Calcutta and Singapore 13th May, Gen.—J. M. & Co.

Laertes, Br. s.s., 1330, O. Wawn, 13th May—Saigon 9th May, Gen.—Order.

Landrat Scheff, Ger. s.s., 1012, Struve, 13th May—Swatow 12th May, Rice—J. & Co.

Lyeemoo, Ger. s.s., 1238, Sale, 17th May—Saigon 13th May, Rice—Order.

Mathilde, Ger. s.s., Sklieker, 18th May—Boihow 17th May, Gen.—J. & Co.

Monteagle, Br. s.s., 3953, F. L. Davison, 13th May—Vancouver 17th April, Gen.—C. P. R. Co.

Narrung, Br. s.s., 2000, Stevensen, 8th May—Kobe 2nd May, Ballast—P. & O. S. N. & Co.

Oanfa, Br. s.s., 9015, Lycett, 19th May—Shanghai 16th May, Gen.—B. & S.

Russian Volunteer Fleet.

The STEAMERS of the RUSSIAN VOLUNTEER FLEET sailing at Hongkong once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call at, on the way, according to the schedule viz—

Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "MANCHURIA,"
FROM SAN FRANCISCO, JAPAN
PORTS AND MANILA.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of lading for countersignature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining undelivered Thursday the 16th, inst., five p.m. will be landed at consignees' risk and expense.

Cargo remaining undelivered Wednesday 21st inst. at noon, will, in addition to landing charge be subject to storage charge.

No fire insurance whatever will be effected.

All chafed, and otherwise damaged cargo will be examined at the above Company's godown Tuesday, May 20th, 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before June 14th 1913, otherwise they will not be recognized.

O. H. RITTER,
Acting Agent.

Hongkong, 14th May, 1913. (369)

TOYO KISEN KAISHA.

THE Steamship

"CHIYO MARU,"
FROM SAN FRANCISCO, via
HONOLULU, AND JAPAN
PORTS AND SHANGHAI.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on Saturday May 17th at noon will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected.

No claim will be recognized after the Goods have left the Godown, and all Goods remaining undelivered on May 23rd 5 p.m. afternoon, will be subject to rent and landing charges.

All chafed, and otherwise damaged Cargo to be left on board or godown, and examination of same to be held on May 23rd at 10 a.m.

All Claims must be filed on or before May 30th, otherwise they will not be recognized.

S. MORIMOTO,
Agent.

Hongkong 16th May, 1913. (379)

FROM EUROPE.

THE H. A. L. Steamship

"SAXONIA"

Capt. C. Neumann, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Under-
signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 24th inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex: S.S. "Fiana" from Abus

"Mangaux" from Bordeaux

"Germania" from Goteborg

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 19th May, 1913 (384)

INDO-CHINA STEAM NAVI-

GATION CO., LTD.

From CALCUTTA, PENANG
AND SINGAPORE.

THE Company's Steamship

"KUMSANG,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 20th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON
& CO., LTD.

Hongkong, 19th May, 1913 (341)

Consignees

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO
AND STRAITS.

THE Company's Steam-ship

"MISHIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 26th May, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 19th May, 1913. (383)

FROM EUROPE.

THE H. A. L. Steamship

"SEGROVIA,"

Captain H. Luebeck, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Under-
signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 21st inst. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on Cargo:—

Ex S.S. "Riga" from Setubal

"Portimao" from Faro

"Trelleborg" from Abus

"Kong Sigurd" from Christiania

"Alban" from Goteborg

"Goteborg" from Goteborg

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong 16th May, 1913. (382)

NORDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL

LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of May, at 9.30 a.m.

All claims must reach us before the 28th of May, 1913, or they will not be recognized.

No Fire Insurance will be effected.

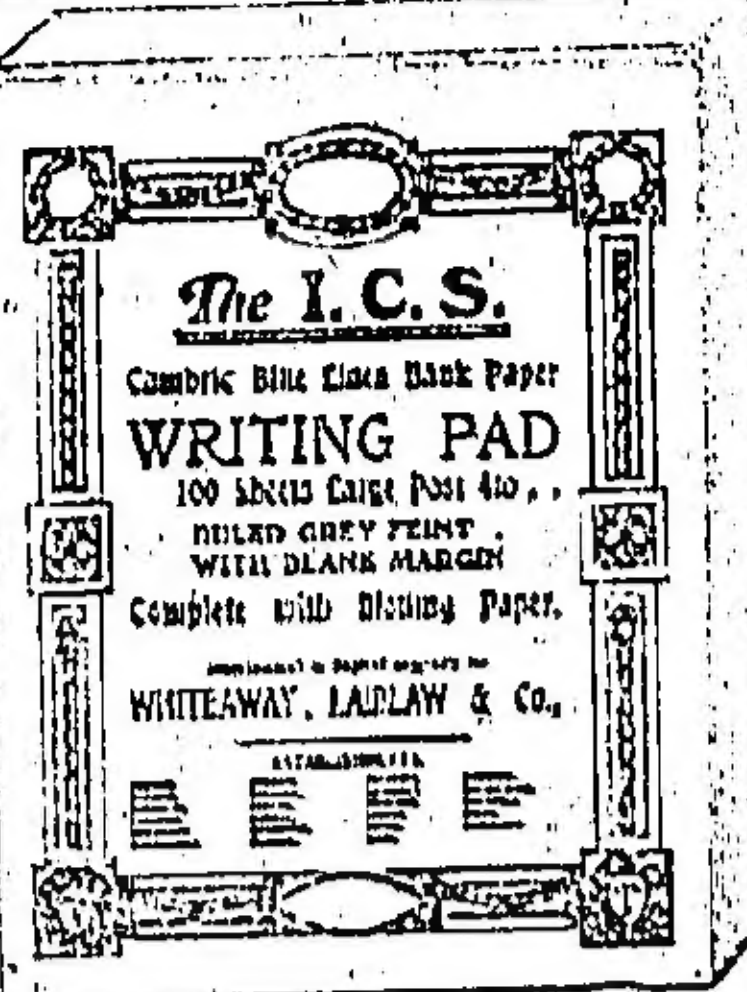
Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & CO.,

General Agents.

Hongkong, 14th May, 1913. (376)

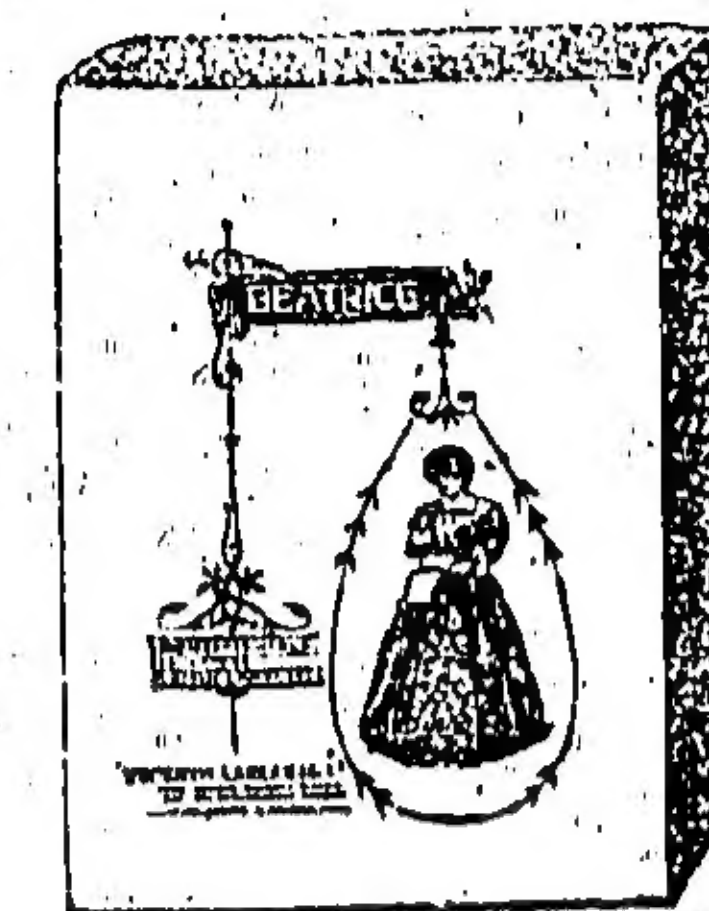
WHITEAWAY'S
FAMOUS FOR NEARLY 30 YEARS
FOR THE BEST CASH VALUES.

The I.C.S. Pad

CONTAINING 100 SHEETS
SIZE 10 x 8 INS.

OF FAINT RULED
LINEN FACED PAPER.

Price 45 cts. Each.



WALL POCKETS

USEFUL AND INEXPENSIVE.

POCKETS FOR PAPER,

LETTERS ETC.

PRETTILY EMBOSSED

AND DECORATED.

Price 35 cts. 45 cts. 50 cts. Each

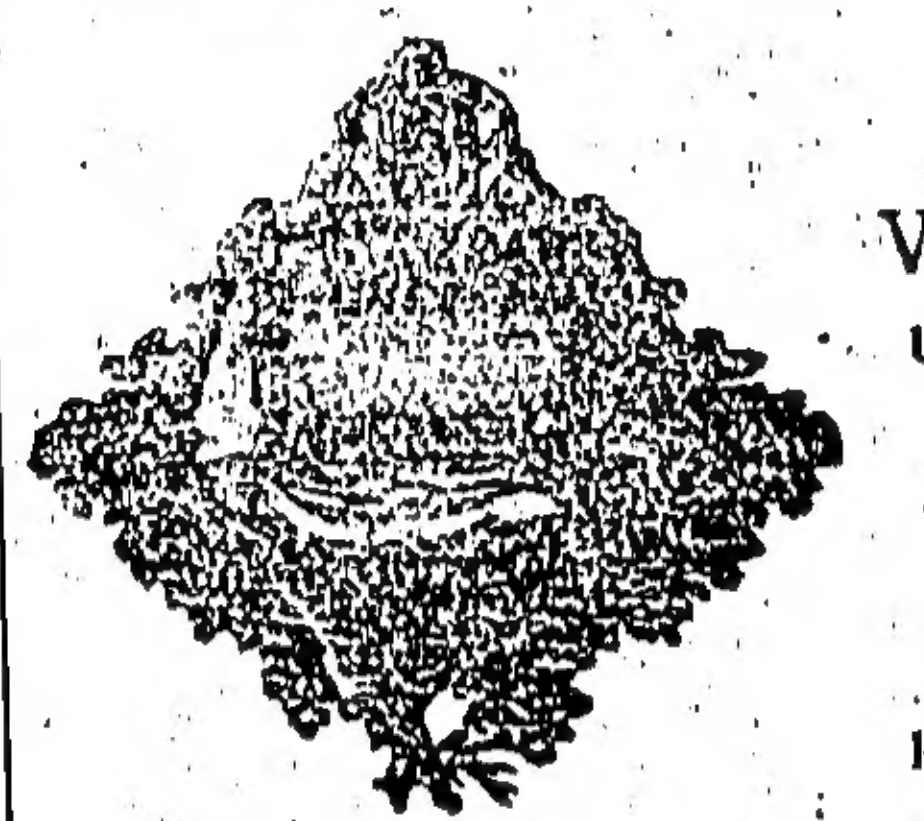
THE "BEATRICE"
WRITING PAD.

100 SHEETS of Blue, Faint Ruled.

LINEN Faced Bank Paper with

Blotting Linen Cover.

Price 45 cts. Each.



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PHOTO-
GRAVURES
BEAUTIFUL
BLACK &
WHITE
REPRODUC-
TIONS OF
WELL KNOWN
MASTERS.

Price \$1.00 Each.

Whiteaway, Laidlaw & Co., Ltd.

20 DES VŒUX ROAD HONGKONG.

Consignee

AMERICAN & ORIENTAL
LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"MINERIC,"

having arrived, Consignees of cargo are hereby informed that their goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the godowns and all goods remaining after the 21st inst. will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on the 21st inst. at 9.30 a.m.

All claims must be presented to the undersigned on or before the 24th inst. or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

THE BANK LINE LTD.,

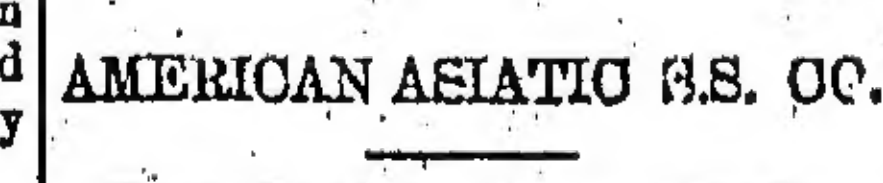
Agents.

Hongkong, 14th May, 1913. (372)

To Sail

AMERICAN ASIATIC S.S. CO.

Hongkong--New York.



FOR NEW YORK VIA
PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast)

S.S. "CITY OF BARODA"

on or about 29th May, 1913.

For freight and further information, apply to

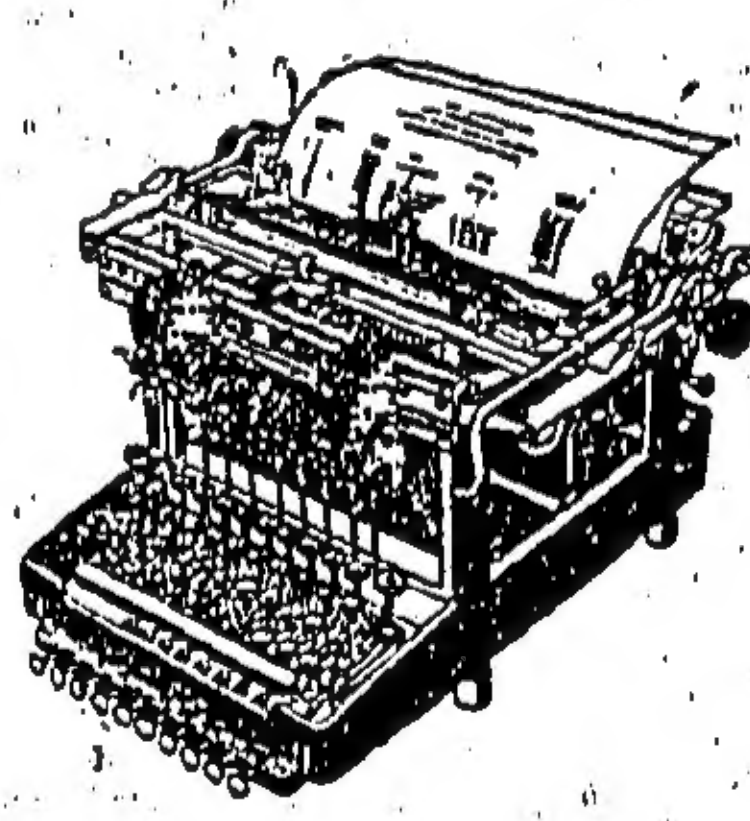
SHEWAN, TOMES & Co.,

General Agents.

Hongkong, May, 6th 1913. (346)

Notices

THE

REMINGTON
TYPEWRITER

WE know of no better argument to convince you of the superiority of the Remington Typewriter than to allow us to place one in your Office in order that you may compare it in every way with any other Typewriter.

No argument we can think of, is as convincing as the Machine itself.

Will you test one free for one week?

If so, when please?

If you want to write ordinary letters, ask for MODEL 10.

If it is for tabulator work, ask for MODEL 11.

If you want to Add and Subtract as well as write, ask for the Remington Wahl.

N.B.—Please write, and return of post will bring you free of charge an illustrated booklet "Touch Method Typewriter Instructor," invaluable to all using a typewriting machine.

SIEMSEN & CO.

Sole Agents for

HONGKONG, CANTON,

SOUTH CHINA and FORMOSA.

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging

Hongkong, 1st May, 1913.

Notices



These celebrated cigarettes are a blend of Oriental tobaccos of the finest growth and selection; each cigarette will smoke to the end with the same delicious taste and aroma.

SAN MIGUEL

DRAFT BEER.

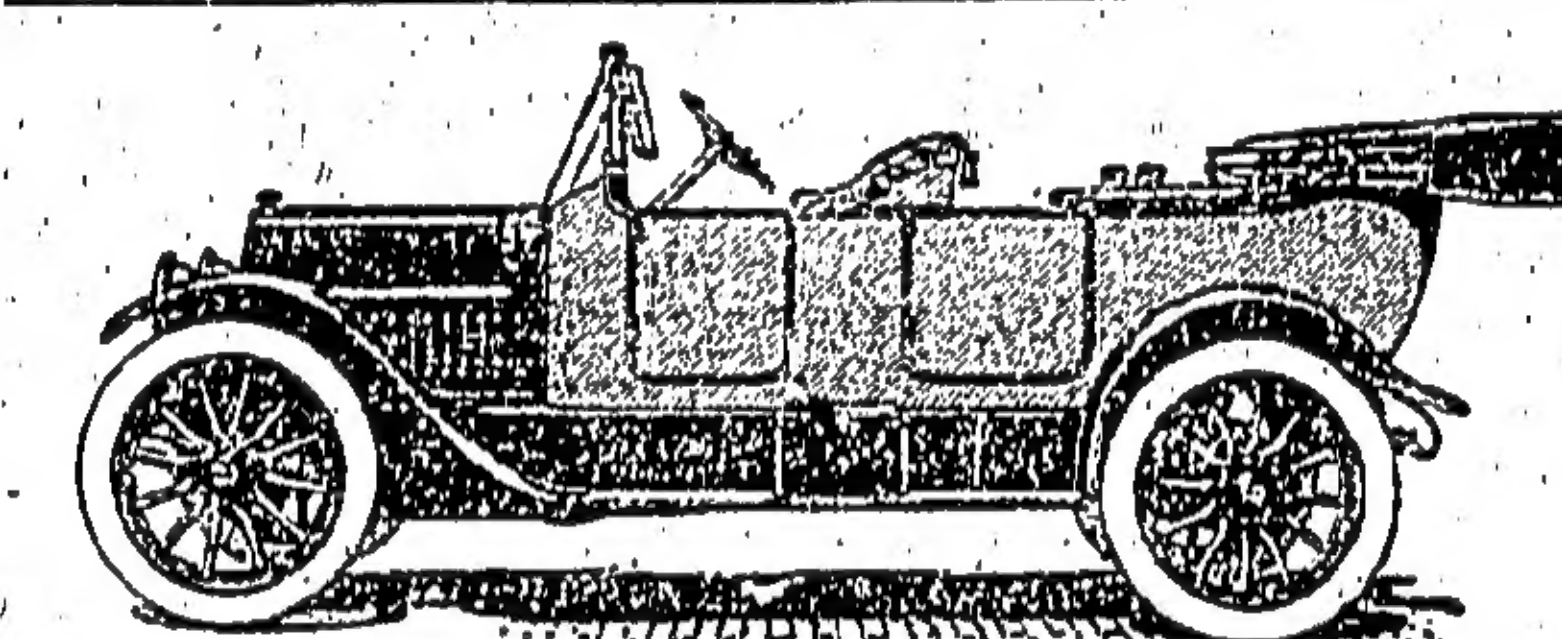
Is an absolutely pure beer brewed in their Well-known San Michael Brewery, Manila. This beer will be drawn in all Hotels and Saloons in Hongkong on and after June 1, 1913.

ASK FOR IT.

MICHAEL & CO.,

AGENTS.

Telephone 1463.

Studebaker
LAW & SONS.

No. 3 Duddell Street. Sole Agents.

DIESEL MOTORS

A SPECIALITY

The Diesel Motor Co. Ltd. of Stockholm, supplies

Stationary Diesel "POLAR" Motors from 25 to 1000 B.H.P. for Electric Power & Lighting Stations, Workshops, Pumps Mills, etc.

Direct Reversible Marine "POLAR" Motors from 60 to 2000 B.H.P., both high-speed and slow-speed types

Cheap Quality Oil Fuels Used.

1st Class References & Testimonials.

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ARTHUR NILSSON & CO.,

General Agents For China.

FILIPINO BARBER SHOP.

THE BEST IN THE COLONY!

Come to us for AMERICAN Electric Massage!

TRY OUR NEW SHAMPOOING AND HAIR DRESSING.

31, Des Vœux Road.

JUST ARRIVED.

Large Consignment Best Turkish Cigarettes,

M. C. C.

In Tins of 100, 50 and 20.

Cork Tipped, Gold Tipped and Plain.

TURCO-EGYPTIAN

TOBACCO STORE.

Another Aviation Tragedy in Japan.

A Japanese aviator was fatally injured on May 4 at Kioto by the fall of his Curtiss biplane. A flight was made from Osaka to Kioto, but when descending the machine suddenly turned turtle and fell on the Fukakuryu parade ground. The aviator, Mr. Takeishi, who was trained in the United States, died the same day.

China Sea.—Tientsin District.

Notice is hereby given that the position of the wreck of the Japanese steamer Seion Maru which lies sunk in about 6 fathoms of water in the approach to Chinwangtao, is amended as follows:—

From the position of the wreck Chinwangtao Light bears N 74° W. magnetic, distant 3.6 miles.

Notices

REMOVAL
SALE.

Prior To Removal On
June 1 To New Premises
In Alexandra Buildings
(Komer & Komer's)

THE

American

Corset Store.

Is Now Selling Goods

At Greatly

REDUCED PRICES

CHILDREN'S CLOTHING AND

UNDERWEAR, HANDMADE

LACES, BLOUSES, &

MANILA HATS.

GENUINE BARGAINS

IN

IRISH CROCHET.

16 Des Vœux Road.

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. " 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.45 p.m. " 15 min.

12.45 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS.

8.50 p.m. and 9 p.m. 9.30 p.m. to

11.0 p.m. every half hour.

11.00 p.m. to 11.45 p.m.

every quarter of an hour.

FOOTBALL ASSOCIATION CUP.

(Continued from Page 5).

be confessed, the entertainment provided by the rival teams. The playing conditions were almost perfect; the pitch was in first-rate order, the warmth of the sun was tempered by a cool breeze that was not strong enough to prevent accurate kicking, and the players were trained to the hour. In view of the unquestionable ability of the sides engaged, people were justified in expecting a fine display of scientific football.

There could be no doubt that Aston Villa was slightly the better side at all points of the game—even at half back, where Sunderland were supposed to have a distinct advantage. The more popular team ought certainly to have scored more than the single goal adroitly headed by Barber late in the second half.

On the whole the best feature of the game was the superlative excellence of the defence on either side. However awkward the position, the backs contrived to get the ball safely away, and Hardy, the best goalkeeper England has had for a long time, gave a delightful exhibition. The forwards, with the exception of Hampton and Buchan, who had flashes of originality, were little more than painstaking. The professional forwards' external co-operation—the club director with his ignorant idea that individualism is always selfishness, that games can only be won by passing—was worrying them all the time.

But what was chiefly to be regretted was the ill-feeling which expressed itself in countless acts utterly unworthy of sportsmen. One of the Sunderland half-backs was the most frequent offender; it was not his fault that Hampton, whose onslaughts were robust but never unfair, did not leave the ground on a stretcher. But there was little to choose between the two sides in this respect: Aston Villa did not succeed in living up to their historic reputation for playing a clean and sportsmanlike game. It is a grave pity that the most popular match of the year should be apt to supply the crowd with so many object-lessons in foul play and ill-conditioned manners.

Another point that invited comment was the way in which the game was stopped for continually being stopped for small casualties. These stoppages, which seem to be very fragile creatures; the smallest back, which no Public School boy would think of noticing, is enough to send them to earth in a well-acted, but supremely ridiculous, agony of pain, whereupon the referee blows his hard-worked whistle and hurries up to soothe the injured spot with a sympathetic paw. The Football Association ought really to appoint an official master to mother these tender creatures, to kiss the place to make it well officially. Her presence in continental costume would certainly add to the gaiety of the Cup-tie crowd.

Record Customs Receipts.
The Sourabaya "Handelblad" states that on April 21 the receipts of the Custom House at Sourabaya amounted to more than £1,000,000 for that day alone. This is a record.

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MOTION PICTURES. TALKING PICTURES.

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P.O. BOX 225.

Cable Address: KINETOPHON.

YACHTING.

Race for Prizes Presented by H.E. the Governor.

A race for boats steered by ladies for two prizes presented by H. E. the Governor, was sailed on Saturday last.

The following boats started at 3 p.m. in a strong breeze:—Dione and Holla, scratch; Dorothea, Kathleen and Colleen, 5 minutes. The course was:—Mark boat in Quarry Bay (Port), Channel Rock, (Port), East Rocks Buoy (Port), Channel Rock (Starboard). The finishing times were:—

Boat	Time
Dione	4.21.34
Colleen	4.27.27
Kathleen	4.28.48
Dorothea	4.31.55

Rolla gave up.
After the race H. E. the Governor presented the prizes as follows:—

1st Prize, Miss H. Tomes, sailing Dione.
2nd Prize, Miss Gordon, sailing Colleen.

LAWN TENNIS.

Kewloon Cricket Club Tournament.

Further results in the K.C.C. Lawn Tennis tournament are:—
Championship:—Beattie beat Mesd G/4, G/3, G/2.

Matches arranged:—To-night:—
"A" Singles Semi-final—Evans (scr.) v Abraham (over 4/6), "B" Singles, Jack (over 3/0) v Bridger (over 3/6). Thursday 22nd inst. Abraham and Stevens (over 15/3) v Green and Mackenzie (over 4/0). Friday 23rd inst. Wood and Beattie (over 15/3) v Wolf and de Rome (scr.).

League Match:—Kowloon met Chinese Recreation Club, to-morrow, on C.R.C. Ground at Causeway Bay. Kowloon Team:—Green and Hunter, Abraham and Mackenzie, Wood and Pile.

GOLF.

Royal Hongkong Golf Club.

The following is the result of the Fan Ling Competitions of the Royal Hongkong Golf Club during the month of April:—

Roberson Cup.
Rev. Foster Pegg ... 81-0=81
Capt. Spicer ... 92-8=84
Mr. N. L. Smith ... 94-7=87
*Winner ... 31 entries.

Running Pool.
Mr. A. W. W. Walker ... 78+3=81
shaw ... 81+0=81
Rev. Foster Pegg ... 84+2=82
Mr. J. McMurtrie ... 84-12=82
Mr. E. Lyster Arnold ... 92-8=84
Capt. Spicer ... 92-8=84
Mr. R. F. Hall ... 94-15=84
Mr. N. L. Smith ... 94-7=87
*Tie for Pool ... 81 entries.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Leung Sai Chun	\$50
W. T. Hartford	5

POST OFFICE.

MAILS ARRIVED TO-DAY.

Australia, s.s. Aldenham.
Manila, s.s. Loongang.
Saigon, s.s. Devawongse.
Swatow, s.s. Haimun.

MAILS VIA SIBERIA.

From	Arrive
London	May 17
May 8	May 19

MAILS DUE.

Siberian, Linan, 21st inst.
English, Ceylon, 2nd inst.

The Linan is expected to arrive here to-morrow with the London Mail (via Siberia) of Friday the 2nd inst.
The Ceylon with the English mail ex Assaye left Singapore on Saturday the 17th inst. at 7 a.m. and is expected to arrive here on Thursday the 22nd inst. at noon. This packet brings the parcel mails closed in London for despatch by the all sea route on the 16th April, and for despatch overland on the 23rd April.

MAILS CLOSE.

Swatow—Per Haimun, 21st May, 10 a.m.
Japan via Kobe—Per Mishima-maru, 21st May, 10 a.m.
Shanghai, North China and Japan via Moji—Per Kama-kura-maru, 21st May, 10 a.m.
Shanghai, North China Japan via Nagasaki, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Empress of Russia, 21st May, 11 a.m.

Swatow, Amoy and Foochow—Per Kaijōmaru, 21st May, 1 p.m.
Macao—Per Sui Tai, 21st May, 1.15 p.m.
Hoihow, Haiphong, Fakhai and Saigon—Per Hanoi, 22nd May, 9 a.m.
Macao—Per Sui Tai, 22nd May, 1.15 p.m.
Samarang and Sorabaya—Per Childar, 22nd May, 2 p.m.
Shanghai and North China—Per Luichow, 22nd May, 3 p.m.

Shanghai, North China (Europe via Siberia)—Per Ceylon, 22nd May, 5 p.m.

Japan via Kobe—Per Kumsang, 22nd May, 5 p.m.
Swatow, Amoy and Foochow—Per Hainan, 23rd May, 10 a.m.

Shanghai and North China—Per Choyang, 23rd May, 11 a.m.
Macao—Per Sui Tai, 23rd May, 1.15 p.m.

Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon, Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel Mail will be closed on Friday, the 23rd May, at 5 p.m.—Per Delta, 24th May, 11 a.m.

Philippine Islands—Per Loong-sang, 24th May, 1 p.m.
Macao—Per Sui Tai, 24th May, 1.15 p.m.

Shanghai and North China (Europe via Siberia)—Per Linan, 24th May, 5 p.m.

Swatow, Weihaiwei, Hefoo and Tientsin—Per Huichow, 24th May, 5 p.m.

Manzanillo and Guaymas (Mexico)—Per Narrung, 24th May, 5 p.m.

Swatow—Per Haimun, 25th May, 9 a.m.

Philippine Islands, Japan via Nagasaki and Seattle—Per Minnesota, 26th May, 11 a.m.

Philippine Islands, Timor, Australia, Tasmania & New Zealand via Port Darwin—Per Empire, 26th May, 11 a.m.

Swatow, Amoy and Foochow—Per Hainan, 27th May, 10 a.m.

Straits India via Bombay—Per Capri, 27th May, noon.
Philippine Islands—Per Subi, 27th May, 3 p.m.
Philippine Islands—Per Taming, 27th May, 3 p.m.

SHIPPING NEWS.

ARRIVED.

Hongkong Maru, Jap. s.s., 3,463.
Sagara, 19th May—Moji.
14th May, Coal.—T. K. K.

Tango Maru, Jap. s.s., 4,500, M.
Yoshikawa, 19th May—Yokohama and Shanghai.
16th May, Gen.—N. Y. K.

Szechuen, Br. s.s., 1,143, Jones.
19th May—Chinkiang, Gen.—B. & S.

Benmohr, Br. s.s., 3,110, Sarohet.
18th May—Moji, Coal.—Order.

Bourbon, Fr. s.s., 988, Hant, 19th May—Saigon 15th May, Rice—Chinese.

Loongang, Br. s.s., 1,993, Leask.
20th May—Manila 17th May, Gen.—J. M. & Co.

Devawongse, Ger. s.s., 1,047, Shearer, 20th May—Saigon 18th May, Rice.—A. Bune.

Kamakura Maru, Jap. s.s., 3,798, Hori, 20th May—Bombay via Singapore 14th May, Gen.—N. Y. K.

Mishima Maru, Jap. s.s., 5,270, Moses, 20th May—Middlesbrough and Singapore 15th May, Gen.—N. Y. K.

Aldenham, Br. s.s., 2,410, Smith, R.N.R., 20th May—Melbourne 5th April, Gen.—G. L. & Co.

Ajax, Br. s.s., 4,477, Thomson, 20th May—Kuchinotsu 16th May, Coal.—B. & S.

Taishun, Br. s.s., Br. s.s., 1,216, Paramore, 20th May—Canton 19th May, Gen.—C. M. S. N. Co.

Luichow, Br. s.s., 1,216, Meathel, 20th May—Canton 19th May, Gen.—B. & S.

Hupei, Br. s.s., 1,228, Tucker, 20th May—Canton 19th May, Gen.—B. & S.

Haimun, Br. s.s., 641, Evans, 20th May—Swatow 19th May, Gen.—D. L. & Co.

CLEARANCES AT THE HARBOUR OFFICE.

May 19.

Szechuen, for Canton.
May 20.

Aldenham, for Kobe.
Hain Chang, for Shanghai.
American, for K. C. Wan.
Shidzuoka-maru, for Victoria.
Signal, for Dely.

Bayer, for Singapore.
Saxonia, for Portland.
Japan, for Calcutta.
Kamakura-maru, for Kobe.
Tangomaru, for Antwerp.
Chinhu, for Manila.
Empress of Russia, for Victoria.

DEPARTED.

May 20.

Haiyang, for Foochow.
Tingang, for Canton.
Polynesian, for Marseilles.
Ichang, for Chinwantao.
Benvorlich, for Kolschlag.
Lothian, for New York.
Chipping, for Tientsin.
Laomedon, for Yokohama.
Kwongsang, for Ningpo.
Ixion, for London.
Shidzuoka-maru, for Seattle.
Manchuria, for San Francisco.
Bayer, for Straits.
Japan, for Singapore.
Hain Chang, for Shanghai.
Chinhu, for Philippine Islands.
Saxonia, for Kobe.
Tipanas, for Amoy.

Per s.s. Hongkong Maru, arrived 19th inst., from Moji:—
French, A. Whitehead, F.

Per s.s. Aldenham, arrived 20th inst., from Melbourne:—
Birkett, Mr. and Harvey
Mrs. Watson, Capt.
Clarke

Per s.s. Mishima Maru, arrived 20th inst., from Middlesbrough, &c.:—
Anderson, Dr. T. Sha, H.
Alcott, Miss A. Taylor, L.
Brown, E. Tajima, T.
Pas Sung, Mrs. Wright, J.
Becker, O. Wong Kau, Mr. & Mrs.
Barendse, H. Wong Kai, Mrs.
Donenberg, S. Wong Bai, Mrs.
Ho, S. L. Ling, Master
Khoo, Miss
Sheng, Mr. and Young, F.
Mrs.

Per s.s. Shidzuoka Maru, sailed on 20th inst., for Seattle, &c.:—
Flurcheim, Miss McGrath, Thos.
Kennedy, Kate D.
Kimura, K. Scull, Miss E. F.

Per s.s. Fresh, Fried or Staged.
Findas, Haddo, Kippin & Co.
ALEXANDRA CAFE.

Per s.s. Shidzuoka Maru, arrived 20th inst., from Middlesbrough, &c.:—
Anderson, Dr. T. Sha, H.
Alcott, Miss A. Taylor, L.
Brown, E. Tajima, T.
Pas Sung, Mrs. Wright, J.
Becker, O. Wong Kau, Mr. & Mrs.
Barendse, H. Wong Kai, Mrs.
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Ho, S. L. Ling, Master
Khoo, Miss
Sheng, Mr. and Young, F.
Mrs.

WEATHER REPORT.

On the 20th at noon.—The barometer has fallen moderately over South Japan, the Loochoos and the Bonins. It has risen slightly over North China; changes elsewhere are slight.

Pressure is highest in the Pacific to the East of the Bonins, and shallow depressions cover the Sea of Japan, the Eastern Sea and S.W. China.
Moderate S.W. winds will prevail over the northern portion of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.26 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
1 Hongkong and Neighbourhood. S.W. winds, light to moderate; fair to showery.

2 Formosa Channel. The same as No. 1.

3 South coast of China between H.K. and Lamooka. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register.
20th May, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
Wostock	7a	29.85	45	50	nne	1	0
Nemuro	6a	29.93	—	—	—	—	—
Hakodate	29.93	—	—	—	—	—	—
Tokio	29.97	—	—	—	sw	1	—
Kochi	29.92	—	—	—	—	—	—
Nagasaki	29.80	—	—	—	wnw	1	—
K'shima	29.82	—	—	—	e	1	—
Oshima	29.83	—	—	—	—	—	—
Naha	29.85	—	—	—	s	1	—
Ishijima	29.80	—	—	—	sw	5	—
Bonin Is.	30.01	—	—	—	ssw	1	—
Chefoo	29.88	58	94	n	2	0	—
Whaiwai	29.88	58	94	n	2	0	—
Hankow	29.87	60	80	nue	4	ov	—
Ichang	29.90	70	80	ene	1	or	—
Sharp P.	29.93	76	91	see	1	or	—
Amoy	29.93	76	91	see	1	or	—
Swatow	29.93	76	91	see	1	or	—
Taihou	29.93	76	91	see	1	or	—
Taihu	29.93	76	91	see	1	or	—
Tainan	29.93	76	91	see	1	or	—
Koshun	29.93	76	91	see	1	or	—
P'iores	29.93	76	91	see	1	or	—
Canton	29.93	76	91	see	1	or	—
H'kong	29.93	76	91	see	1	or	—
Gap Rock	29.93	76	91	see	1	or	—
Macao	29.93	76	91	see	1	or	—
Wuchow	29.93	76	91	see	1	or	—
Pakhoi	29.93	76	91	see	1	or	—
Hoihow	29.93	76	91	see	1	or	—
Phulien	29.93	76	91	see	1	or	—
Tourane	29.93	76	91	see	1	or	—
C. St. J.	29.93	76	91	see	1	or	—
Aparri	29.93	76	91	see	1	or	—
Manila	29.93	76	91	see	1	or	—
Legaspi	29.93	76	91	see	1	or	—
Iloilo	29.93	76	91	see	1	or	—
Bacolod	29.93	76	91	see	1	or	—

T. F. Claxton, Director.
Hongkong Observatory, May, 20.
1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, o detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous Day	On Date	On Date
Barometer	29.86	29.85
Temperature	76	